

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** April 20 , 2007

**TO:** Stephen Gardner, Project Manager  
Planning Department

**FROM:** Michael "Miguel" Salinas, Senior Planner *MS*  
Community Planning

**SUBJECT: ZMAP 2006-0024, SPEX 2006-0037, SPEX 2006-0038**  
**Community Corner**

**BACKGROUND**

Gateway Community Church (the "applicant") is requesting approval to rezone approximately 10.0 acres (the "subject site") from CLI (Commercial Light Industry) and R-1 (Single Family Residential) to PD-CC-CC (Planned Development-Commercial Center-Community Center) for the construction of six commercial pad sites to include 2 banks with drive-through facilities, a sit down restaurant, a fast food restaurant with drive-through facilities, a pharmacy with drive-through facilities, and a convenience food store with gas pumps. The applicant is also requesting Special Exceptions for the convenience food store with gas pumps and the fast food restaurant with drive through facilities. The subject site is located on the east side of Gum Spring Road, south of the intersection of Gum Spring Road and Route 50 (see Graphic 1 below).

The subject site is adjacent to a mix of existing and planned residential developments, including:

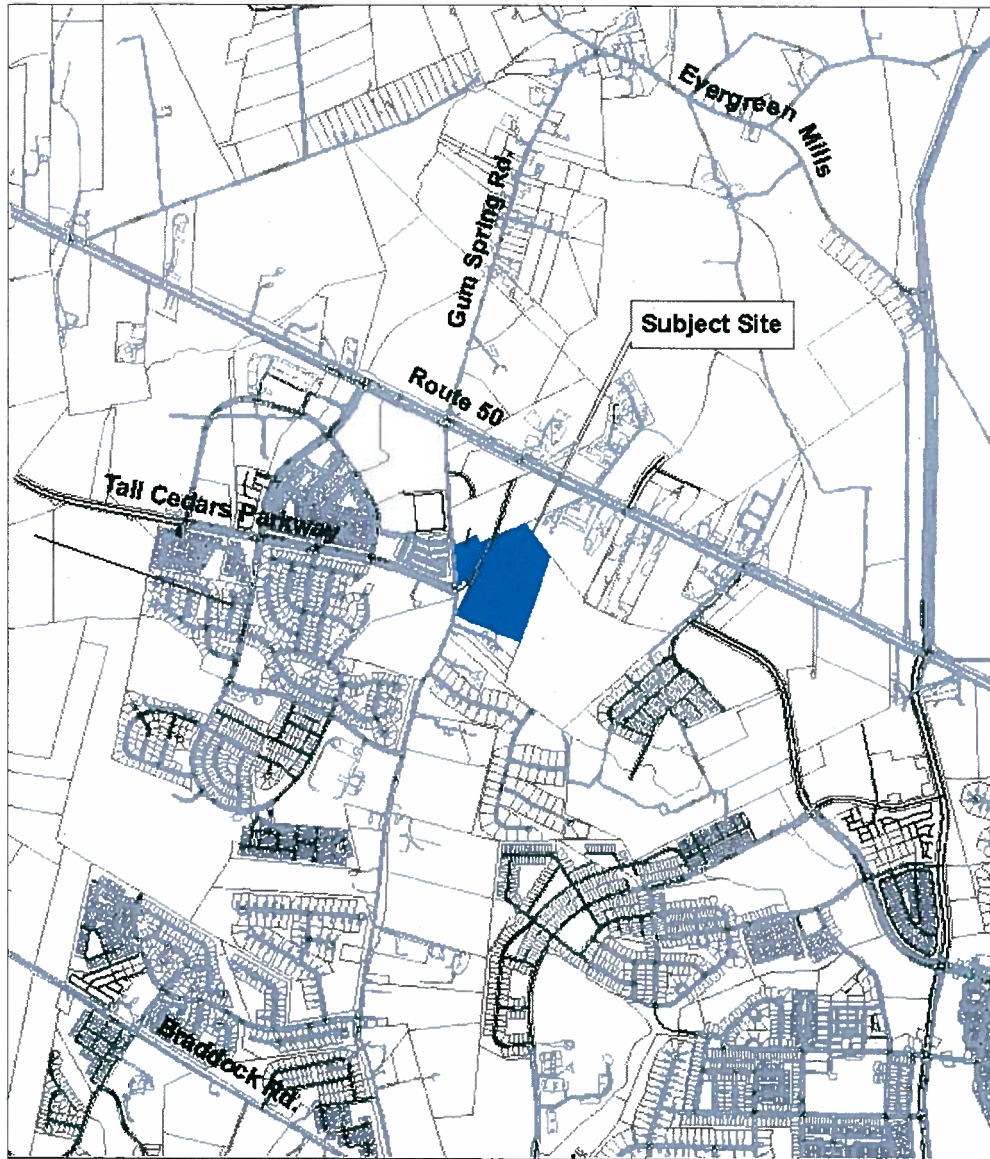
- Avonlea to the east;
- Providence Ridge to the south;
- Stone Ridge to the west; and
- Gum Spring Village to the north.

Several elements of the County's Green Infrastructure are also present on the subject site including hydric soils, jurisdictional wetlands and forested cover. The subject site is also within the LDN 60 – 1 mile buffer.

ATTACHMENT 1 *a.*

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## Graphic 1: LOCATION MAP



0 1,250 2,500 5,000 Feet



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## COMPLIANCE WITH THE COMPREHENSIVE PLAN

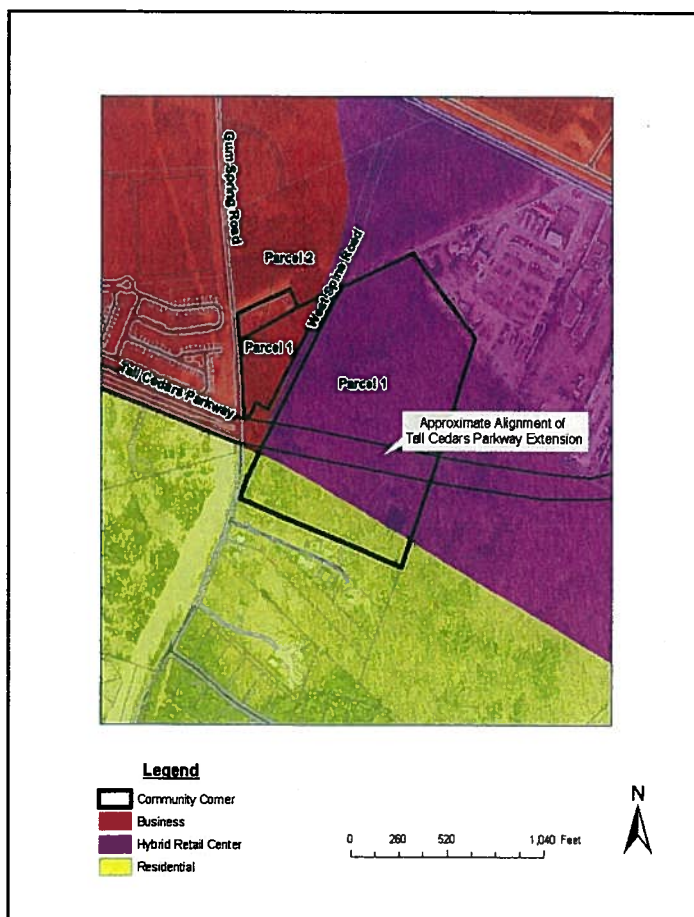
The policies of the Revised General Plan (RGP), the Dulles South Area Management Plan (DSAMP), the Revised Countywide Transportation Plan (CTP), the Loudoun County Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan), and the Countywide Retail Policy Plan Amendment govern the subject site. Being the newer of the two plans, the RGP supersedes the DSAMP when there is a policy conflict between the two (*Revised General Plan, text, p. 1-3*). The subject site is located in the Dulles community of the Suburban Policy Area and is planned for a mixture of land uses including business, hybrid retail, and residential (*Arcola Area/ Route 50 Comprehensive Plan Amendment, Planned Land Use Map*).

## ANALYSIS

### A. LAND USE

#### 1. Planned Land Uses

Graphic 2: Planned Land Uses



Graphic 2 shows the subject site is planned for a mix of land uses, including Business west of West Spine Road, and Hybrid Retail Center and Residential south of Tall Cedars Parkway (*Arcola Area Route 50 Comprehensive Plan Amendment, Planned Land Use Map*). The applicant is proposing 6 commercial pad sites consisting of commercial retail and personal service land uses. South of the future Tall Cedars Parkway alignment, the applicant is proposing pad sites for 26,500 sq. ft. of retail, including a bank with drive-through facilities, a fast food restaurant with drive-through facilities, a pharmacy with drive-through facilities, and a convenience food store with gas pumps. Adjacent to the west side of West Spine Road, the applicant

is proposing pad sites for a bank with drive-through facilities and a sit-down restaurant for a total square footage of approximately 12,500 sq. ft.

Hybrid Retail Centers provide for convenience and routine shopping needs (service-based retail) that can also incorporate Destination Retail<sup>1</sup> (*Arcola Area Route 50 Comprehensive Plan Amendment, text & Policy 1, pp. 4 & 5*). Areas planned for Business can include a mix of land uses, including commercial retail and services, subject to the policies and land use mix ratios of Chapter 6 in the Revised General Plan (See Table 1 below).

**Table 1: Recommended Land Use Mix for Business Community- Regional Office**

Land Use Category	Minimum Required	Maximum Permitted
a. High Density Residential	15%	25%
b. Regional Office	50%	70%
c. Commercial Retail and Services	0%	10%
d. Light/Industrial/Flex	0%	20%
e. Overall Commercial & Light Industrial (c plus d)	0%	20%
f. Public & Civic	5%	No Max.
g. Public Parks & Open Space	10%	No Max.

The majority of the subject site is planned for Business and Hybrid Retail. While Revised General Plan policies support the commercial retail and services proposed within that portion of the subject site planned for Hybrid Retail. However, the applicant is proposing 100% retail where Business land uses recommend a maximum 10%. Furthermore, the southern portion of the subject site that includes commercial retail and service is planned for residential land uses at densities of up to 4.0 dwelling units (du's) per acre (Revised General Plan, Policy 1, p. 6-17).

The applicant has noted in the Statement of Justification that the subject site is surrounded by residential developments to the south, east and west of the site and as such, Community Corner will provide a full complement of services and amenities for the residents of the surrounding communities. The applicant has submitted a retail market analysis prepared by Fore Consulting, Inc. (July 31, 2006) that examined the market for the types of commercial retail and services proposed at Community Corner, based on the retail environment within a surrounding 5-mile radius trade area. The report concluded that, 1.) Residential growth within the Community Corner trade area will generate demand for a significant amount of additional retail and non-retail space, and 2.) There is an existing unmet demand for additional commercial retail and service space through 2010 within the vicinity of the subject site, especially related to eating

<sup>1</sup> Destination Retail areas include a variety of comparative and specialty retail shopping goods, including entertainment, and generally range from 250,000 to 1.5 million square feet (Countywide Retail Policy Plan Amendment, Policy 1, p. 7).

and drinking establishments, gasoline service stations (with and without convenience stores), pharmacies, and banks.

Although housing is the principal function for areas planned residential, the mix of uses within the neighborhood should also include retail and personal services (Revised General Plan, text, p. 6-16). In addition, The County will consider commercial retail and service uses that exceed the 10% retail maximum recommended in the Revised General Plan when the following criteria are evaluated, including:

- The retail use provides the goods and services needed by local employment and residential communities and/or supports the development of tourism in the Route 50 corridor;
- The retail use is compatible with and can illustrate a coordinated design, transportation connection or other relationship with the surrounding communities that exist or have been approved;
- The retail use does not access Route 50 directly;
- The proposal provides appropriate and adequate transportation infrastructure; and
- The proposal conforms with policies in the Countywide Retail Policy Plan Amendment (Arcola Area/Route 50 Comprehensive Plan Amendment, text & Policy 2, p. 5).

Staff notes that while several of the communities mentioned in the Statement of Justification and retail market analysis are planned developments that include retail centers that serve their own residents, there are residential communities (including Providence Ridge, Treburg, Masira, and Kimmitt) directly to the south of the subject site that are 100% residential that may benefit from the commercial retail and services proposed at Community Corner. In addition, Graphic 2 shows the subject site is impacted by planned road alignments that include two major collectors (Countywide Transportation Plan, Appendix, pp. A1-12 & A1-15). Tall Cedars Parkway currently terminates at Gum Spring Road and is planned to extend east through the southern half of the subject site (See Graphic 2). A half-section of West Spine Road is also under construction between Tall Cedars Parkway and Route 50. (Staff notes the applicant is proposing to access the two pad sites adjacent to West Spine Road from an adjacent property to the north). Thus, Community Corner is well-positioned to serve additional households within the surrounding area at the intersection of these two transportation corridors.

***The subject site is planned for a mix of land uses, including Business west of West Spine Road, and Hybrid Retail Center and Residential south of Tall Cedars Parkway. The applicant is proposing 100% commercial retail and services. Plan policies support residential neighborhoods that include retail and personal services to serve neighborhood residents. There are residential communities directly to the south of the subject site that may benefit from the commercial retail and services proposed at Community Corner. In addition, the Arcola***



***Area/Route 50 Comprehensive Plan Amendment allows for the consideration of commercial retail and services uses that exceed the 10% retail maximum recommended for Business communities when evaluated against certain criteria. It appears the proposed commercial at Community Corner can provide the good and services for single-use residential communities to the south of the subject site, the uses do not access Route 50 directly, and the planned road alignments of Tall Cedars Parkway and West Spine Road provide the appropriate and adequate transportation infrastructure to serve households within the surrounding area. Staff requests additional information from the applicant on the coordination between the adjacent property owner for access to the building pads adjacent to West Spine Road.***

## **B. SITE DESIGN**

As mentioned above, the County will consider commercial retail and service uses that exceed the 10% retail maximum recommended in the Revised General Plan when the certain criteria are evaluated, including, 1.) Whether the retail use can demonstrate compatibility with and illustrate a coordinated design, transportation connection or other relationship with the surrounding communities that exist or have been approved and 2.) The proposal conforms with policies in the Countywide Retail Policy Plan Amendment (*Arcola Area/Route 50 Comprehensive Plan Amendment, text & Policy 2, p. 5*). Policies are contained within the Countywide Retail Policy Plan Amendment related to building placement and design, pedestrian circulation, parking, loading, buffering, signs, and lighting and are complemented by the Route 50 Corridor Design Guidelines – a set of recommendations that illustrate the type of development that is desired within the Route 50 corridor for existing and new development.

### **1. Parking & Loading**

All retail centers should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining roads (*Countywide Retail Policy Plan Amendment, Policy 1, p. 20*). Parking areas should be visually screened from adjacent streets and/or residential areas (*Countywide Retail Policy Plan Amendment, Policy 3, p. 21*). Staff acknowledges the planned road alignments cited above divide the subject site in such a way to limit flexibility in building placement and compact design south of Tall Cedars Parkway and west of West Spine Road. Staff recommends, however, the applicant consider revising the Concept Development Plan (CDP) to reflect limiting the parking to the minimum required by the County (*Revised General Plan, Policy 1, p. 6-30*). By doing so, it may be possible for the building footprints proposed for the convenience store with gas pumps, the sit-down restaurant and the adjacent bank to relocate closer to the roadway – placing more of an emphasis on the buildings themselves and less on the parking as currently depicted in the CDP. Even if the minimum number of parking spaces is planned for the sit-down restaurant, the building footprint may be relocated closer to West Spine Road. Staff also

recommends the applicant commit to screening parking areas by providing a low screen, opaque wall or fence of a type consistent with the architectural features of the buildings, in combination with dense landscaping, adjacent to the front yard setback as shown in the CDP. Plan policies state that loading and storage areas must be screened from adjacent residential areas (*Countywide Retail Policy Plan Amendment, Policy 4, p. 21*). Staff recommends the applicant consider limiting loading, storage, and mechanical units along facades that are not visible from Tall Cedars Parkway and West Spine Road and screening these areas with masonry walls consistent with the building finish and design, and/or the use of landscaped areas and fencing (see Graphic 3 below as an example). Staff notes the CDP depicts parking stalls located adjacent to the front circulation drive south of Tall Cedars Parkway and is concerned about the conflict between the cars backing out of the stalls into oncoming automobile traffic. Lastly, large parking areas like the one associated with the sit-down restaurant should be landscaped with trees and shrubs to reduce its visual impact. Safe travel routes for the pedestrian should be provided from parking areas to the building with a demarcated pathway and clear directional signage (*Countywide Retail Policy Plan Amendment, Policy 1, p. 21*).

**Graphic 3: Compatible screening of Service Area (Route 50 Corridor Design Guidelines, see attached)**



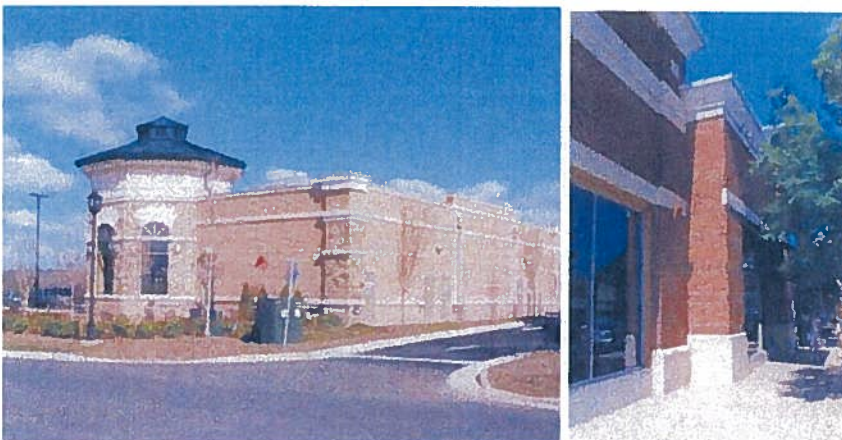
**Staff recommends the applicant: 1.) Revise the Concept Development Plan to reflect the minimum number of parking spaces required by the County. Doing so will create opportunities to relocate building footprints closer to the roadways, 2.) Locate the sit-down restaurant proposed adjacent to West Spine Road closer to the roadway in order to place the majority of the parking to the sides and rear of the building, 3.) Provide a conceptual landscape plan that commits to screening parking areas by providing a low, opaque wall or fence of a type consistent with the architectural features of the buildings, in combination with dense landscaping, adjacent to the front yard setback as shown in the CDP, 4.) Limit loading, storage, and mechanical units along facades that are not visible from Tall Cedars Parkway and West Spine Road and screen these areas with masonry walls consistent with the building finish and design, and/or the use of landscaped areas and fencing, 5.) Address the conflict between the vehicles backing from the parking stalls and vehicles traveling along the front circulation drive south of Tall Cedars Parkway, and 6.) Provide a conceptual landscape plan for the parking associated with the sit-down restaurant that enhances the large parking area and provides safe travel routes for the pedestrian from the parking areas to the building with a demarcated pathway and clear directional signage.**

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## 2. Building Design

Buildings within a multi-building retail center should exhibit a unity of design (*Countywide Retail Policy Plan Amendment, Policy 3, p. 20*). Illustratives were not submitted by the applicant that demonstrate a unity of design among the various buildings proposed. A unity of design within a retail development can link different building forms and functions while contributing to an overall sense of quality.

Long, flat facades are strongly discouraged. Building facades should incorporate recesses, off-sets, angular forms, and other features to avoid presenting a blank face wall to neighboring properties (*Countywide Retail Policy Plan Amendment, Policy 7, p. 20*). Façade materials that contribute to texture or patterns, the use of variations in wall surface to create horizontal divisions, vertical variations in form, and the incorporation of sills, lintels, and eaves are architectural elements that can be included to avoid blank face walls (see Graphic 4 below as an example). In addition, the use of natural stone, brick and wood are encouraged while the use of standard concrete block is discouraged. Staff also strongly recommends the applicant use similar colors, materials, windows, and decorative accents from the primary facades for all other elevations and in particular, the rear elevations facing the residential neighborhood to the south.



**Graphic 4: Examples of building articulation to prevent a blank wall face, including textures, horizontal and vertical elements, pilasters, cornice, and form and material changes (Route 50 Corridor Design Guidelines, see attached)**

Pitched, mansard, and other distinctive roof forms are also encouraged (*Countywide Retail Policy Plan Amendment, Policy 7, p. 20*). Staff recommends the applicant consider roof materials such as standing seam metal roofs, tiles, or shakes. If flat roofs



are proposed, staff recommends the applicant conceal any mechanical equipment with a parapet.

Lastly, staff recommends the applicant place careful design consideration to the primary entrance and to building facades visible to the public frontage through the incorporation of windows and an emphasis on primary entrances with architectural features such as awnings or recessed spaces.

***Staff recommends the applicant provide elevation drawings that demonstrate a unity of design among buildings and along all elevations of single buildings, with a particular emphasis on the primary entrances and building facades visible to the public frontage. Staff recommends the applicant commit to architectural features that avoid blank face walls, the use of natural stone, brick and wood, and the screening of rooftop mechanical equipment. Furthermore, staff recommends the applicant consider roof forms other than flat roofs and materials such as standing seam metal, tiles, or shakes.***

### **3. Signs & Lighting**

Lighting should reduce glare and spillage of light onto adjoining properties and streets (*Countywide Retail Policy Plan Amendment, Policy 1, p. 21*). The Revised General Plan promotes the use of lighting for convenience and safety without nuisance associated with light pollution (*Revised General Plan, Policy 1, p. 5-41 and text, p. 5-42*). No detailed information regarding lighting has been provided. Signs for retail centers should be developed as an integral part of the overall center design. A unified graphic design scheme is strongly encouraged (*Countywide Retail Policy Plan Amendment, Policy 1, p. 21*).

***Staff recommends that the applicant commit to lighting that is downward directed, is fully shielded, provides a glare-free environment, is confined to the site, and has illumination levels that are no greater than necessary for a light's intended purpose. All lighting should be designed to preclude light trespass onto adjoining properties, glare to passerby, skyglow, and deterioration of the nighttime environment. Staff also recommends the applicant submit detail as to the type of signage proposed for Community Corner to include levels and types of illumination, size, color, and landscaping as well as conceptual drawings that illustrate a unity of design.***

## **C. EXISTING CONDITIONS**

### **1. Wetlands & Pond**

According to the CDP (Sheet 3 of 5), wetlands exist on the subject site. In October of 2005, Angler Environmental, on behalf of the applicant, submitted a request to the

United States Army Corps of Engineers (ACOE) for a jurisdictional determination on the subject site. Angler identified a southeast to northwest trending wetland located at the northern corner and a man-made pond located at the southeast corner of the subject property. The pond is located within the area affected by Community Corner. The ACOE, on December 27, 2005, issued a jurisdictional determination that waters of the U.S. are present on the property, including the aforementioned pond as well as wetlands located at the southwestern corner of the subject site.

The County supports the federal goal of no net loss to wetlands (*Revised General Plan, Policy 23, p. 5-11*). The applicant's CDP clearly shows the applicant is proposing to disturb jurisdictional wetlands for development. The applicant's Statement of Justification indicates the loss of the wetland pond will be mitigated to the north side of Tall Cedars Parkway. If there is an impact, compensatory mitigation (restoration, creation, enhancement and preservation) is recommended to replace the loss of wetland functions to meet the County's policy of no net loss to wetlands. The applicant should provide more information for compensatory mitigation.

***Staff recommends the applicant consider avoiding or minimizing the impact of development on wetlands. If the disturbance of the wetlands cannot be avoided, staff recommends the applicant commit to on-site mitigation, subject to approval from the U.S. Army Corps of Engineers and Virginia Department of Environmental Quality. The applicant should provide more information for compensatory mitigation.***

## **2. Forest Cover**

Retail buildings and parking areas should be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping, and/or natural vegetation to mitigate the effects of noise, lighting, and traffic on the surrounding residences (*Countywide Retail Policy Plan Amendment, Policy 4, p. 21*). The Revised General Plan calls for the preservation, protection and management of forests and natural vegetation and for the submittal and approval of a tree conservation plan, including any designated tree save areas, prior to any land development (*Revised General Plan, Policies 1 & 3, p. 5-32*).

The subject site is virtually forested cover. A tree stand evaluation was prepared by Angler Environmental dated December 19, 2005. Angler's study area only included that portion south of Tall Cedars Parkway. Angler identified 3 different forest types on the subject site – evergreens, upland hardwoods and bottomland hardwoods. The location of 10 larger white and southern red oaks (16 in. dbh or greater) were also identified. In a letter dated August 25, 2006, Angler also included the approximately 2.5 acre portion adjacent to West Spine Road that identified 2 forest types – evergreen and upland hardwood forest. An additional 13 oak specimen trees were identified on the 2.5 acre parcel.

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Although a majority of the tree stands would be cleared for development, the applicant's CDP (Page 2 of 5) shows the applicant designating a tree protection area within the 100-foot buffer at the southern edge of the development, adjacent to residential land uses. Staff supports the preservation of the forest cover within the 100-foot buffer to mitigate the impact of the commercial development from residential to the south, but notes that a significant portion of the proposed storm water management facility would clear much of the forested buffer. The applicant also has not identified the location of the identified specimen trees on the CDP.

***Plan policies support the preservation of forest cover to sufficiently screen and buffer the buildings, parking, and traffic from residential development to the south. Staff recommends the applicant commit to tree save areas on the Concept Development Plan that include: 1.) Preserving forest stands within the 100-foot buffer at the southern portion of the subject site, 2.) Relocating the boundaries of the storm water management facility to increase the area of tree save along the southern boundary adjacent to residential development, 3.) Preserving existing forest stands along Gum Spring Road to the maximum extent possible while enhancing the buffer with additional evergreen plantings, and 4.) Identifying the location of the subject site's specimen trees on the Concept Development Plan and integrating them into the site design of the development.***

### **3. Water Quality and Quantity Control Measures**

As part of its surface water policies, it is the intent of Loudoun County to minimize the creation of new impervious areas and to minimize increases in post-development runoff peak rate, frequency, and volume (Revised General Plan, Policy 16, p. 5-18). Additionally, discharged stormwater carries pollutants deposited on impervious surfaces, such as litter, road salt, and oil, grease, and metals from automobiles, directly to streams with a resultant degradation of the health of aquatic life (Revised General Plan, text, p. 5-12). Innovative site design techniques can help reduce sedimentation and erosion, trap and remove pollutants such as nitrogen, phosphorus metals, and organic compounds, protect wildlife habitat, store flood waters, and maintain overall water quality of the watershed.

***Staff recommends that water treatment measures be employed that mimic the pre-development conditions of the site and mitigate impacts to the watershed. As part of these measures the applicant could consider various site measures, such as green roofs, rain gardens, cisterns, planted swales, and pervious parking surfaces to promote infiltration on-site, minimize peak storm flows, and help filter non-point source pollutants.***

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#### **4. Historic Resources**

The Revised General Plan states the County will require an archeological and historic resources survey as part of all development applications and include a plan for recordation and preservation of any identified resources, along with measures for mitigation and adaptive reuse (Revised General Plan, Policy 11, p. 5-36).

The applicant submitted a report dated September 20, 2006 titled Phase I Cultural Resources Investigations of 11 Acres of the 32-Acre Project Area for Gateway Community Church, Loudoun County, Virginia.

Staff's review of the submitted report will be sent under separate cover.

#### **RECOMMENDATION**

Community Planning staff recommends the application be revised to address the issues discussed above. Staff is available to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Planning Director  
Cindy Keegan, AICP, Program Manager, Community Planning

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**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** September 13, 2007

**TO:** Stephen Gardner, Project Manager  
Planning Department

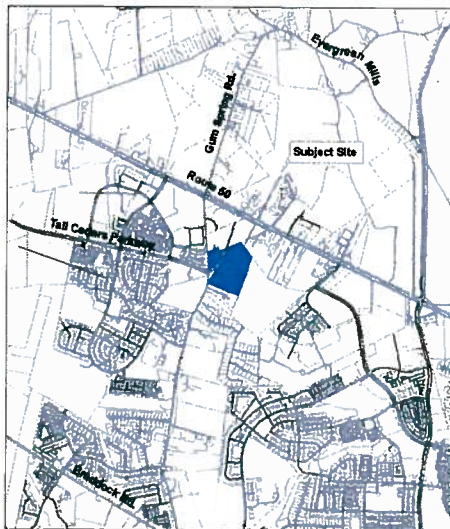
**FROM:** Michael "Miguel" Salinas, Senior Planner *MS*  
Community Planning

**SUBJECT:** ZMAP 2006-0024, SPEX 2006-0037 Community Corner, 2<sup>nd</sup> Referral

**BACKGROUND**

Gateway Community Church (the "applicant") is requesting approval to rezone approximately 10.0 acres (the "subject site") from CLI (Commercial Light Industry) and R-1 (Single Family Residential) under the Revised 1993 Zoning Ordinance to PD-CC-CC (Planned Development-Commercial Center-Community Center) for the construction of six commercial pad sites to include two banks with drive-through facilities, two office/retail buildings, a fast food restaurant with drive-through facilities, and a pharmacy with drive-through facilities. The applicant is also requesting a Special Exception for the fast food restaurant with drive-through facilities. The applicant has withdrawn from their request a commercial pad site for a sit-down restaurant and a Special Exception to approve a convenience store with accessory gas pumps (SPEX 2006-0038).

Graphic 1:  
LOCATION MAP



The subject site is located on the east side of Gum Spring Road, south of the intersection of Gum Spring Road and Route 50 (see Graphic 1 below). The subject site is located in the Dulles community of the Suburban Policy Area and is planned for a mixture of land uses including business, hybrid retail, and residential (*Arcola Area/ Route 50 Comprehensive Plan Amendment, Planned Land Use Map*).

The applicant submitted a response to Community Planning's first referral, dated April 20, 2007. Below is a discussion of outstanding issues.



## **OUTSTANDING ISSUES**

### **A. LAND USE**

#### **1. Inter-parcel Access**

Staff's first referral requested additional information from the applicant on the coordination with the property owner to the north (the "Sarswati Parcel") for access to the building pads adjacent to West Spine Road. The applicant stated that access would be gained from South Point Drive, a road that would connect from Route 659 through the Sarswati Parcel to West Spine Road. Staff notes that the extension of South Point Drive is associated with a Special Exception application (SPEX 2007-0029), also known as West Spine Plaza, that is currently pending with the County. The owners of the Sarswati Property are requesting a Special Exception to permit a bank, car wash, convenience food store with gas pumps, and a restaurant and retail sales establishment. The Special Exception uses will be combined with permitted land uses under CLI zoning for a retail and office center that features a hotel and conference center, a mixed-use office/retail building, and flex-industrial. The applicant also stated that a shared-use agreement is being pursued by the applicant and the owners of the Sarswati Parcel.

***Staff recommends the applicant submit documentation showing formal agreement between the applicant and the Sarswati Parcel for inter-parcel access.***

### **B. SITE DESIGN**

#### **1. Parking & Loading**

All retail centers should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining roads (*Countywide Retail Policy Plan Amendment, Policy 1, p. 20*). Parking areas should also be visually screened from adjacent streets and/or residential areas (*Countywide Retail Policy Plan Amendment, Policy 3, p. 21*). Lastly, safe travel routes for the pedestrian should be provided from parking areas to the building with a demarcated pathway and clear directional signage (*Countywide Retail Policy Plan Amendment, Policy 1, p. 21*).

The applicant responded to applicant's first referral comments by providing an Illustrative Plan that shows building placement closer to West Spine Road and Tall Cedars Parkway, with the majority of the parking placed to the side and rear of buildings. The applicant also stated that: 1.) A minimum number of parking spaces would be used to allow for flexibility in the placement of building footprints, 2.) The parking conflict between cars backing out of stalls into the travel lane was addressed by providing more separation between the main travel aisles and the parking spaces, and 3.) The Illustrative Plan includes a building layout with safe pedestrian movement by way of marked walkways.

Compact design is critical for the subject site given the fact that the site will be divided by the planned road alignments of West Spine Road and Tall Cedars Parkway. Staff appreciates the applicant's efforts to relocate the buildings closer to the roadway –

placing more of an emphasis on the buildings themselves and less on the parking. However, staff notes the Illustrative Plan is for illustrative purposes only. The applicant stated that a minimal number of parking spaces would be provided. However, a commitment to such has not been provided either within the proffers or the Concept Development Plan (CDP). Staff also recommends the applicant commit to traffic calming measures along the main travel aisle adjacent to Tall Cedars Parkway and West Spine Road, including striping, signage, and speed bumps. Finally, the Illustrative Plan depicts pedestrian crosswalks for pedestrians to access buildings. As the Illustrative Plan shows, the movement of pedestrians from the rear surface parking lots to the commercial retail buildings has the potential to create conflicts with vehicles entering and exiting drive-throughs. Staff also notes that opportunities for pedestrian access from the rear parking lots to commercial retail buildings are also limited when an adequate number of regularly-spaced crosswalks are not provided. As an example, the Illustrative Plan shows 5 crosswalks placed behind the retail buildings for pedestrian access from the rear parking areas. The spacing distances of these crosswalks are not consistent and range from approximately 120 feet to 270 feet. Opportunities for pedestrian access are also limited when pedestrian corridors are not provided between commercial retail buildings to provide direct access to primary entrances.

***Staff recommends the applicant commit to: 1.) A maximum number of parking spaces that does not exceed the minimum number required by the County, 2.) Traffic calming measures along the main travel aisle adjacent to Tall Cedars Parkway and West Spine Road to include striping, signage, and speed bumps, and 3.) Limiting parking along Tall Cedars Parkway and West Spine Road to one drive aisle and one row of parking stalls where the remainder of the parking will be placed to the rear of buildings. Staff also recommends that the applicant commit to: 1.) Placing a minimum of six crosswalks, spaced at an average distance of 150 feet, to provide direct access from the rear parking areas to the commercial retail buildings located along Tall Cedars Parkway, 2.) Ensuring that all pedestrian crosswalks providing direct access to commercial retail buildings are aligned with all other crosswalks located within surface parking areas and parking drive aisles, and 3.) Providing enhanced pedestrian crosswalks that include raised crosswalks and changes in textures, patterns and colors to distinguish between pedestrian and vehicle movement. Lastly, staff recommends the applicant commit to providing minimum spacing between all buildings to provide for more direct pedestrian access from rear parking areas to the primary front entrances of retail buildings.***

## **2. Building Design**

Staff requested the applicant provide elevation drawings that demonstrate a unity of design among buildings and along all elevations of single buildings, with a particular emphasis on the primary entrances and building facades visible to the public frontage. Staff also recommended the applicant commit to architectural features that avoid blank face walls, the use of natural stone, brick and wood, and the screening of rooftop

mechanical equipment. Furthermore, staff recommended the applicant consider roof forms other than flat roofs and materials such as standing seam metal, tiles, or shakes. The applicant did not respond to staff's request.

The Route 50 Corridor Design Guidelines were approved by the County as a supplement to the Arcola Area/Route 50 CPAM. The document contains implementation recommendations for Building Design related to:

- Form and Roofline;
- Scale;
- Façade;
- Articulation;
- Building entrances and windows;
- Architectural Elements; and
- Materials and Colors.

***Staff recommends the applicant commit to the Route 50 Corridor Design Guidelines related to building design and incorporate such guidelines into the Draft Proffer Statement.***

### **C. EXISTING CONDITIONS**

#### **1. Wetlands & Pond**

According to Sheet 2 of the CDP, jurisdictional wetlands exist on the subject site. Staff recommended the applicant consider avoiding or minimizing the impact of development on wetlands. If the disturbance of the wetlands could not be avoided, staff recommended the applicant commit to on-site mitigation, subject to approval from the U.S. Army Corps of Engineers and Virginia Department of Environmental Quality. The applicant responded that impacts to wetlands are unavoidable due to the physical constraints of the site (i.e. road alignments, setbacks, buffers, etc.).

***Staff recommends the applicant commit to mitigating the impact of disturbance to wetlands by mitigating on-site, or within the Dulles Community of the Suburban Policy Area.***

#### **2. Forest Cover**

Staff recommended the applicant commit to tree save areas on the Concept Development Plan that include: 1.) Preserving forest stands within the 100-foot buffer at the southern portion of the subject site, 2.) Relocating the boundaries of the storm water management facility to increase the area of tree save along the southern boundary adjacent to residential development, 3.) Preserving existing forest stands along Gum Spring Road to the maximum extent possible while enhancing the buffer with additional evergreen plantings, and 4.) Identifying the location of the subject site's specimen trees on the CDP and integrating them into the site design of the development. In response, the applicant stated that the forest stands within the 100-foot and 45-foot buffer areas at the southern portion of the site, and the forest stand

along Gum Spring Road, would be preserved to the maximum extent possible. The applicant also stated that the boundary of the Best Management Practices (BMP) facility was redesigned to be located outside of the buffer yards and that efforts would be made to include specimen trees into the design.

Sheet 3 of the CDP does not show definitive boundaries for the tree save areas. The tree save area boundaries along the southern portion of the subject site appear to overlap with the boundaries of the BMP facility. Sheet 3 also does not depict a tree save area along Gum Spring Road. Lastly, staff notes that Sheet 2 of the CDP shows 10 specimen oak trees located at the southern portion of the subject site and 12 specimen oak trees located at the western portion of the subject site. However, the applicant has not identified the specimen trees to be saved on the Concept Development Plan - Sheet 3 of the CDP.

***Staff recommends the applicant commit to providing clear and defined boundaries of tree save areas on Sheet 3 of the CDP located on the southern portion of the site and along Gum Spring Road. Sheet 3 of the CDP should show tree save areas that do not overlap with the boundaries of the BMP facility. Staff also recommends the applicant commit to specifying the preservation and management limitations of the tree save areas and defers to the Environmental Review Team for the recommended language to include in the Draft Proffer Statement. Lastly, staff recommends the applicant commit to identifying the specimen oak trees on Sheet 3 of the CDP that will be preserved as part of the site design.***

#### **RECOMMENDATION**

Staff is able to support the rezoning request provided the applicant commits to the following:

- Submit documentation showing formal agreement between the applicant and the Sarswati Parcel for inter-parcel access;
- Provide a maximum number of parking spaces that does not exceed the minimum number required by the County;
- Install traffic calming measures along the main drive aisle adjacent to Tall Cedars Parkway and West Spine Road to include striping, signage, and speed bumps;
- Limit parking along Tall Cedars Parkway and West Spine Road to one drive aisle and one row of parking stalls where the remainder of the parking will be placed to the rear of buildings;
- Place a minimum of six crosswalks, spaced at an average distance of 150 feet, to provide direct access from the rear parking areas to the commercial retail buildings located along Tall Cedars Parkway;
- Ensure that all pedestrian crosswalks providing direct access to commercial retail buildings are aligned with all other crosswalks located within surface parking areas and parking drive aisles;

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- Provide enhanced pedestrian crosswalks that include raised crosswalks and changes in textures, patterns and colors to distinguish between pedestrian and vehicle movement;
- Provide minimum spacing between all buildings to provide for more direct pedestrian access from rear parking areas to the primary front entrances of retail buildings;
- Incorporate the Route 50 Corridor Design Guidelines related to building design into the Draft Proffer Statement;
- Mitigate the impact of disturbance to wetlands by mitigating on-site, or within the Dulles Community of the Suburban Policy Area;
- Provide clear and defined boundaries of tree save areas on Sheet 3 of the CDP located on the southern portion of the site and along Gum Spring Road that do not overlap with the boundaries of BMP facilities;
- Specify the preservation and management limitations of tree save areas within the Draft Proffer Statement; and
- Identify the specimen oak trees on Sheet 3 of the CDP that will be preserved as part of the site design.

Staff is available to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Planning Director  
Cindy Keegan, AICP, Program Manager, Community Planning

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**COUNTY OF LOUDOUN**  
**DEPARTMENT OF BUILDING AND DEVELOPMENT**  
**ZONING ADMINISTRATION REFERRAL**



**DATE:** February 16, 2007

**TO:** Stephen Gardner, Project Manager, Department of Planning

**FROM:** Adrienne Freed Kotula, Planner, Zoning Administration *AFK*

**THROUGH:** Marilee L. Seigfried, Deputy Zoning Administrator *mes*

**CASE NUMBER AND NAME:** ZMAP-2006-0024, Community Corner  
SPEX-2006-0037, Community Corner Fast Food  
SPEX-2006-0038, Community Corner Convenience Store

**TAX MAP/ PARCEL  
NUMBER (MCPI):**

Tax Map—101////////44B	MCPI—204-10-2931-000
Tax Map—101////////41A	MCPI—204-19-8672-000

Zoning Administration Staff has reviewed the first submission of the above referenced applications for conformance to the Revised 1993 Loudoun County Zoning Ordinance ("Ordinance"). The applicant is proposing to rezone approximately 10 acres from R-1 and CLI to the PD-CC-CC zoning district for the development of approximately 38,000 square feet of commercial development. The application also requests two Special Exceptions for a restaurant with drive-through facilities (in accordance with Section 4-204(B)(9)) as well as for gas pumps accessory to a convenience food store (in accordance with Section 4-204(B)(4)). The following issues have been identified as must be addressed in order for the application to be in conformance with the requirements of the Ordinance.

**A. CRITICAL ISSUES**

- **Section 4-201** – The purpose of the PD-CC-CC zoning district is to provide community shopping centers in locations recommended by the Comprehensive Plan. This proposal does not provide a shopping center and is not located in an area recommended by the Comprehensive Plan. Additionally, the proposal is not carefully organized, is not designed to reduce traffic and does not propose a range of services. As the proposal represents a significant deviation from the purpose of the PD-CC-CC zoning district, the Zoning Administration cannot support the proposal as currently designed.
- As several of the proposed uses are Special Exception uses under the existing CLI zoning, it is not evident why a rezoning is necessary. Additionally, the existing zoning of the site more closely matches the policies contained within the Revised General Plan

than the proposed zoning of the site. Staff defers to Community Planning for further comment.

- Staff questions how the applicant will obtain access to the northwestern portion of the site. Although access is currently shown through the Sarswati property, this site is currently vacant. Staff defers to the Office of Transportation Services for further comment.
- Any proposed uses in the PD-CC-CC district (such as those located at the northwest of the site) with access through the CLI district must be permitted within the PD-CC-CC district as well as the CLI district. This is due to the fact that access ways can only provide access to uses which are permitted within the zoning district in which they are located.

## B. OTHER ISSUES

- **Section 4-202(B)** – The applicant has not described the communities which are to be served by this development, nor have they addressed how the proposed uses shall be sited to complement the character of the surrounding community.
- **Section 4-204(B)(4)** – The applicant has requested a Special Exception for gas pumps accessory to a convenience food store, yet Sheets 1 and 4 of the plan set show a gas station. The applicant must clarify whether the proposed use is an *automobile service station* or a *convenience store with accessory gas pumps*. In either instance, the applicant must demonstrate that the proper facilities are principal and/or accessory. The applicant may wish to consider applying for a Special Exception for both facilities in the event that the accessory status of either cannot be established. Note that in this instance, both facilities would require separate pay facilities.
- **Sections 4-205(C)(1)(b) and 4-206(E)** – The applicant has requested a modification of these requirements to allow the setback and required yard to be measured from the centerline of the right-of-way rather than from the property line. It is incorrect to request a modification in this manner. Request a reduced setback/yard, or modify the sections of the Ordinance which require yards/setbacks to be measured from property lines. Be advised that the modification, as currently requested, does not improve upon the existing regulation, is not of an innovative design, and does not exceed the public purpose of the existing regulation as required by Section 6-1504. Staff also notes that the submitted plan fails to demonstrate the necessity of the proposed modification. As such, Staff cannot support the proposed modifications.
- **Section 4-205(C)(3)** – A ten foot yard is incorrectly shown adjacent to the Sarswati property. As this property is zoned CLI, the 35' yard required by this Section is applicable. Staff notes that parking is shown within this yard and must be removed.
- **Section 4-206(B)** – The cover sheet of the plan set currently states that the floor area ratio is 2.0 on individual lots. This reference needs to be clarified to state that a maximum floor area ratio of 2.0 is permitted on individual lots provided that the floor

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area ratio of the PD-CC-CC district does not exceed 0.40.

- **Section 4-206(F)** – While Staff does not believe that this proposal is a community shopping center, a pedestrian circulation plan must be provided which accomplishes the following:
  - (a) Minimizes conflict between pedestrians and moving motor vehicles
  - (b) Channelizes pedestrian flows to crossing areas and delineates paths across major cartways, such as striping and signage
  - (c) Connects internal pedestrian walkways to existing walkways and/or makes provision for connecting to future site walkways.
  - (d) Provides a convenient and safe access to surrounding residential neighborhoods, stores and shops.
- **Section 4-207(D)** – Commercial buildings must be so grouped in relation to parking areas that after customers arriving by automobile enter the center, establishments can be visited with a minimum of internal automotive movement. The submitted plans fail to demonstrate how the applicant has complied with this requirement.
- **Section 5-617** – Freestanding convenience food stores are subject to the standards of this Section. Be advised that if the store is located within 200 feet of a residentially zoned, used, and/or planned district or land bay, an acoustical barrier, such as landscaping, berms, fences and/or walls must be provided to attenuate noise to levels required by Section 5-1507.
- **Section 5-659** – Pharmacies and banks/financial institutions with drive-through facilities are subject to the standards of this Section. The plans currently do not show drive-through facilities in all of these areas, despite the application materials stating that they shall be provided. More detail must be provided for these facilities for staff to ensure that these standards shall be maintained. Also, be advised that several of the proposed facilities will be subject to the strict buffering standards of Section 5-659(A) and that staff questions the suitability of the proposed tree preservation area in meeting these standards.
- **Section 5-1100** – There are several inconsistencies and errors with the parking information provided on the plan. The parking information either needs to correctly reference Ordinance requirements and be provided in a manner which conforms to those requirements, or be removed. Should the information be removed, a note should be added to the plan set which states that the site shall comply with the requirements of Section 5-1100.
- **Section 5-1400** – The required buffer yards should be shown on the plan set. A note should be added which states that the requirements of Sections 5-1300 and 5-1400 shall be met unless a modification is approved. Staff notes that the BMP facility proposed is currently within the area where a buffer is required.
- **Section 5-1504** – Revise note 10 on Sheet 1 to reference that the sites shall comply with the lighting requirements of Section 5-1504 of the Ordinance.
- **Sections 6-1211(E)(2) & (14)** – The applicant has not addressed what changing

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conditions exist which make commercial uses preferable to the existing residential zoning of a portion of the site especially in light of the fact that properties to the east, south and west of the site contain residential uses.

- **Sections 6-1211(E)(3) & 6-1310(E)** – As stated previously, the properties to the east, south and west of the site contain residential uses. The applicant has failed to address, within the statements of justification, how the proposed uses are compatible with these residential uses, or what is being done to mitigate the incompatibility.
- **Sections 6-1211(E)(4), 6-1211(E)(7), 6-1310(J) & 6-1310(O)** – Within the statements of justification, explain in more detail the findings of the traffic study. Specifically address the additional trips per day which will be created by the rezoning of this parcel from a lower density single family residential district to a commercial district containing several high traffic users.
- **Section 6-1211(E)(8)** – The applicant has not addressed whether a reasonable economic use of the subject property exists with the current zoning. Staff notes that a majority of the site's current zoning designation is being maintained, which indicates that a rezoning is not necessary to obtain a reasonable economic use. Additionally, the applicant has not explained why it is necessary to remove all residential zoning from the property. Staff also notes that several of the proposed uses would be permitted on the commercially zoned portion of the site with the approval of a Special Exception.
- **Section 6-1211(E)(9)** – As the applicant will be removing delineated wetlands during the development process, the applicant should expand upon the measures that will be taken to mitigate this impact within the statement of justification.
- **Sections 6-1211(E)(11) & (12)** – Staff notes that the majority of the subject site is already zoned for commercial uses and therefore could already address the needs of the growing community. Expand upon why this proposal is a necessary improvement.
- **Section 6-1508(A)** – On the Concept Development Plan, the applicant has failed to provide the maximum gross floor area for the entire proposed project and has also failed to provide this information for the proposed subareas. Provide maximum figures, rather than approximations in all instances. Additionally, the Concept Development Plan fails to list all of the applicable performance standards (from Section 5-600) for the uses proposed.
- **Additional Comments –**
  - It is recommended that the applicant separate the Concept Development Plan from the Special Exception Plat, for ease of administration in the future. Be advised that it is unnecessary for the Special Exception Plat to contain uses which are not subject to the Special Exception application, as it currently does.
  - The Special Exception Plat should not include a note stating that the building and parking layout is illustrative, as the purpose of the Special Exception process is for staff to clearly identify and mitigate the impacts of the proposed uses and their associated structures. See Section 6-1301.

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- Provide the exact acreage of the site which is being rezoned to PD-CC-CC so that the development potential of the site may be determined.
- Be advised that if Gum Spring Road is to be abandoned prior to development of the sites, it is not necessary to provide the required yards and setbacks from that road, but rather, the 100' required yard from residential districts would be required. Also be advised that the development potential of the site shall be significantly impacted by the additional acreage that shall be gained.
- The title of the plan set should be updated to state that a special exception plat and concept development plan are contained within the plan set.
- Revise note 1 on Sheet 1 to state that the properties are within the Ldn 60 1-mile buffer of the Airport Impact Overlay District.
- Correct note 4 on Sheet 1 to state that the proposed convenience store shall have *accessory* gas pumps, as this is the correct permitted use.
- Correct the reference, on Sheet 1, to gas stations being required to have a minimum lot size of 50,000 square feet. Section 5-617 is applicable to freestanding *convenience food stores*, not gas stations.
- Staff questions why the area tabulation on Sheet 1 contains approximations rather than exact figures. Staff additionally questions whether the applicant wishes to divide this tabulation into subareas, as done in other areas of the application.
- Staff questions the necessity of the development layout plan on the cover sheet, and additionally notes that the plan is incorrectly called the 'debelopment' plan in this area.
- The note on Sheet 2 regarding the vacation of Gum Spring Road seems to insinuate that new lots will be created with this rezoning. Rewording of this note is necessary, as lots cannot be created by the rezoning process.
- Staff questions the necessity of the development layout plan (Sheet 4) as it provides no information which is not already provided on previous sheets.
- Several sheets appear to show conceptual property lines. Staff questions why these are not being used to divide the subareas rather than the bubbles currently provided. If used, the lines should be labeled as conceptual.
- Several sheets state that the use of the Amber Spring property to the west of the site is currently a business. As the site is zoned R-16 and currently contains multi-family dwellings, the use of the site should be updated.
- Several sheets state that the use of the Sarswati property to the north and west of the site is currently business. The site is currently vacant and has no active land development applications and therefore the reference should be corrected.
- Several sheets state that the use of the residue parcel is community. This is not a recognized use. Currently, the site is vacant and should be listed as such.



- The existing conditions plan (Sheet 3) fails to show the existing zoning district lines.
- The existing conditions plan (Sheet 3) fails to show the moderately steep slopes which exist on the subject parcel.
- Staff notes that one of the proposed bank facilities is currently shown within the 75' setback from Future West Spine Road.
- The property line which is dividing the two subject parcels should be shown as "To Be Vacated" due to the fact that development is proposed which spans the property line.
- Staff notes that several required yards are incorrectly labeled as setbacks throughout the plan set. The only setback that is applicable to the subject properties is the 75' setback from major collectors required by Section 4-206(E)(1). All others should be labeled as required yards.

**C. REVIEW OF PROFFER LANGUAGE**

- No proffers have been submitted with this application.

**D. CONDITIONS OF APPROVAL**

- Staff recommends a condition of approval requiring substantial conformance with the Special Exception Plat for ease of administration.
- Staff recommends a condition requiring that all proposed buildings contain sprinkler and alarm systems, as claimed by the applicant.

The Zoning Administration has no further comments at this time.

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## ZONING ADMINISTRATION PROPERTY REPORT

In Reference To: ZMAP 2006-0024, SPEX 2006-0037

Researcher: Cindy Lintz

Date: September 7, 2007

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### GENERAL PARCEL LOCATION/OWNER DATA:

TAX MAP	MCPI NUMBER	ACREAGE
/101/////44B/	204-10-2931	29.780 Acres
/101/////41A/	207-19-8672	1.01 Acres

- **EXISTING PROJECT NAME:** Community Corner
- **PROPOSED PROPERTY SIZE (ACRES/SQUARE FEET):** 10.0112 Acres or 436,088 Sq ft.
- **LEGAL DESCRIPTION (DEED BOOK & DEED PAGE):** DB 2320 PG 1236 & Inst. 200310020130263
- **PROPERTY ADDRESS:** 24796 Gum Spring Rd., South Riding, VA 20152
- **PROPERTY LOCATION:** East of Gum Spring Road (Rt. 659), ¼ mile south of Route 50, North of Autumn Lane
- **ELECTION DISTRICT:** Dulles
- **PROPERTY OWNER(S) NAME & ADDRESS:**  
Gateway Community Church  
Tim Eagle  
24796 Gum Spring Rd.  
South Riding, VA 20152

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### ZONING & LAND USE:

- **ZONING ORDINANCE (1-103 (M) & (N)):** Revised 1993  
*Within Rte 28 Tax District? (1-103(N)):* No
- **BASE ZONING (1-300):** CLI & R1 – wants to convert to PD-CC-CC
- **ZONING OVERLAY DISTRICTS:**  
*Airport Impact Overlay District (AI) (4-1400):* LDN 60 1- mile buffer
- **EXISTING LAND USE:** Vacant
- **PROPOSED LAND USE:** Fast food restaurant, office, bank, retail, pharmacy

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• **SURROUNDING PROPERTY:**

<i>Adjacent Property</i>	<i>MCPI</i>	<i>Zoning</i>	<i>Existing Land Use</i>
<i>North</i>	204-20-3829	CLI	Commercial Industrial (Sarswati)
<i>East</i>	164-45-6119	CLI	Commercial Industrial
<i>South</i>	205-40-1246	R1	Residential
<i>West</i>	204-19-1580	R16	Residential (Amber spring)
	204-19-3204	PD-H4	Residential (Stone Ridge)

**INFRASTRUCTURE:**

- **ADJACENT ROADS:** (Pursuant to the Countywide Transportation Plan).

Note: Certain zoning districts require setbacks from arterial roads and major collector roads.

<i>Street Name</i>	<i>Route Number</i>	<i>Road Classification</i> (Major Arterial; Minor Arterial; Major Collector; Minor Collector; Scenic Byway; Local Road; Private Access Easement)	
		<i>Current</i>	<i>Planned</i>
<i>Old Rt. 659 (West Spine Rd)</i>	<i>659</i>	<i>Major Collector</i>	<i>Major Collector</i>
<i>Tall Cedars Parkway</i>	<i>2200</i>	<i>Major Collector</i>	<i>Major Collector</i>

- **WATER & SEWER PROVIDED BY:** Central

**REVISED 1993 ZONING ORDINANCE REGULATIONS:**

- **APPLICATION OF ORDINANCE (1-103):** Is the property exempt from the Ordinance? No

**Lot Requirements:**

Size: 6 acres minimum, 20 acres maximum

Yards

ROW: 35' except provided in Section 4-206(E)

Residential: 100'

Non- residential: 35' except required by Section 5-1400

**Building Requirements:**

Lot Coverage: no maximum

FAR: 2.0 maximum on individual lots within a commercial center, provided the commercial center is developed in accordance with a proffered concept development plan which limits the maximum overall FAR on the center to no more than 0.40 FAR

Building Height: 35'

**Vehicular Access:** Primary access and through vehicular traffic impacting residential neighborhoods shall be avoided. Each commercial center shall provide a vehicular circulation plan that minimizes direct vehicular access to parking stalls from major cartways, and provides other on and off-site improvements to enhance pedestrian and vehicular circulation.

**Development Setback/Access From Major Roads:** No building shall be located any closer than 75 feet from the right-of-way of a major collector. No individual lot or use created after adoption of this Ordinance shall have direct access to an arterial or major collector road.

**Open Space:** 0.20 times the buildable area of the commercial area.

- **OFF-STREET PARKING AND LOADING (5-1100): NA**

Description of Use	Parking / Loading Requirement	Number of Parking / Loading Spaces Required
Small Shopping Center	4/1000 parking & 1/50,000 loading	78 parking & 1 loading
Fast Food Restaurant	20/1000 + .5 per seat & 1 loading	107 + 1 per .5 seat & 1 loading
Office	4/1000	111
Bank	2.5/1000	12
Bank	2.5/1000	13

- **SIGN REGULATIONS (5-1200):**

Note: Signs should only be shown on site plans for location purposes. A separate zoning permit is required for the approval of all signs.

- **TREE PLANTING AND REPLACEMENT (5-1300): NA**

***Tree Canopy Required (at 10 year maturity):***

***Site Plan:***

**10%:** PD-CC (commercial and industrial areas)

***Exclusions:***

Areas dedicated for future streets or other public improvements

Ponds and non-wooded wetlands

***Existing Trees:*** Can be used if shown on plan and meet standards of desirability and life expectancy

***Variations:*** Permitted by Zoning Administrator for farmland and other areas devoid of vegetation, including wetlands or where requirements result in unnecessary hardship.

• **BUFFERING & SCREENING (5-1400): NA**

**Proposed Land Use:** Fast food restaurant (Group 8), office (Group 6), bank (Group 6), retail (Group 6), pharmacy drive through (Group 8)

<i>Adjacent Property</i>	<i>Existing Land Use/Land Use Group</i>	<i>Required Buffer Yard Type &amp; Width</i>	<i>Linear Feet</i>	<i>Required Plants/Structure/ Berm</i>
<i>North</i>	Commercial Industrial – Vacant Group 10	Type 4 (group 6) Type 4 (group 8)		Canopy: Understory: Shrubs: Evergreen Trees: Structure:
<i>East</i>	Commercial Industrial – Vacant Group 10	Type 4 (group 6) Type 4 (group 8)		Canopy: Understory: Shrubs: Evergreen Trees: Structure:
<i>South</i>	Residential – Single family Group 1  Church Group 4	Type 2 (group 6) Type 3 (group 8)  Type 2 (group 6) Type 3 (group 8)		Canopy: Understory: Shrubs: Evergreen Trees: Structure:
<i>West</i>	Residential Group 1	Type 2 (group 6) Type 3 (group 8)		Canopy: Understory: Shrubs: Evergreen Trees: Structure:

***Parking Lot Landscaping and Screening Requirements (5-1413):***

Interior Parking Lot Landscaping: 1 canopy tree per ten spaces, no parking space is more than 80' from open space

Peripheral Parking Lot Landscaping: 10' landscaping strip (6 shrubs per 40', 1 understory per 15', 1 canopy per 35'), 30' berming between road and parking, screen service areas.

• **PERFORMANCE STANDARDS (5-1500):**

***Light & Glare (5-1504):*** Note

***Steep Slopes (5-1508):*** Not in the concerned section of the parcel.

**ZONING COMMENTS:**

1. **Zoning Comment:** Section 4-201, The purpose of the PD-CC-CC zoning district is to provide community shopping centers in locations recommended by the Comprehensive Plan. This proposal does not provide a shopping center and is not located in an area recommended by the Comprehensive Plan. Additionally, the proposal is not carefully organized is not designed to reduce traffic and does not propose a range of services. As the proposal represents a significant deviation from the purpose of the PD-CC-CC zoning district, Zoning Administration cannot support the proposal as currently designed.

**Response:** The building and parking layouts are revised to meet the definition of “shopping center” to include “interconnected walkways and access ways designed to facilitate customer interchange between the uses” and



“shared common parking areas.” Please note that pursuant to a Pre-Application Meeting, Community Planning acknowledges that the proposed uses can support the residential areas to the south.

**Second Zoning Comment:** Demonstrate how the proposal is organized to reduce traffic. Section 4-207(D) Commercial buildings shall be so grouped in relation to parking areas that after customers arriving by automobile enter the center, establishments can be visited with a minimum of internal automotive movement.

2. **Zoning Comment:** Any proposed uses in the PD-CC-CC district (such as those located at the northwest of the site) with access through the CLI district must be permitted within the PD-CC-CC district as well as the CLI district. This is due to the fact that access ways can only provide access to uses which are permitted within the zoning district in which they are located.

**Response:** As already noted, the uses proposed on the CDP are permitted either by-right or by special exception within both zoning districts.

**Second Zoning Comment:** Explain how the request will improve upon the existing regulations, is an innovative design and exceeds the public purpose. Additionally, justify “Whether there are any changed or changing conditions in the area affected that make the proposed rezoning appropriate.” (Section 6-1211.E.2) and “whether a reasonably viable economic use of the subject property exists under the current zoning” (Section 6-1211.E.8).

3. **Zoning Comment:** Section 4-205(C)(3) – a ten foot yard is incorrectly shown adjacent to the Sarswati property. As this property is zoned CLI, the 35’ yard required by this Section is applicable. Staff notes that parking is shown within this yard and must be removed.

**Response:** The 35’ yard is now shown on the plan. Parking is also revised so that it is out of the 35’ yard.

**Second Zoning Comment:** (Section 5-1408) “A buffer yard may be used for passive recreation and it may contain pedestrian, bicycle or equestrian trails... Vehicular entrances may cross a buffer yard.” Although vehicular entrances may cross a buffer yard, they are not to run within the buffer yard. The parking roadway is located within the 35’ yard and needs to be removed.

4. **Zoning Comment:** Section 4-206(F) – While Staff does not believe that this proposal is a community shopping center, a pedestrian circulation plan must be provided which accomplishes the following:

- (a) Minimizes conflict between pedestrians and moving motor vehicles
- (b) Channelizes pedestrian flows to crossing areas and delineates paths across major cartways, such as striping and signage
- (c) Connects internal pedestrian walkways to existing walkways and/or makes provision for connecting to future site walkways.
- (d) Provides a convenient and safe access to surrounding residential neighborhoods, stores and shops.

**Response:** A pedestrian circulation plan is provided for onsite activity. See Sheet 3. This plan minimizes conflicts between pedestrians and vehicles by routing main traffic around the perimeter of the shopping center, thereby creating an island for all pedestrians to visit the stores safely. The plan also provides crosswalks and sidewalks to and from parking areas

In order to provide safe and convenient pedestrian access to the surrounding areas, pathways are provided along Tall Cedars Parkway and West Spine Rd as shown on Sheet 3.

**Second Zoning Comment:** Crosswalks need to be provided across Tall Cedars parkway and West Spine Road. Additionally, internal pedestrian connection should be examined.

5. **Zoning Comment:** Section 4-207(D) – Commercial buildings must be so grouped in relation to parking areas that after customers arriving by automobile enter the center, establishments can be visited with a minimum of internal automotive movement. The submitted plans fail to demonstrate how the applicant has complied with this requirement.

**Response:** The revised layout of the buildings and parking now allow customers to visit all of the proposed establishments with minimal automotive movement. The buildings are also grouped and connected so that all establishments can be visited by accessible walkways that are separate from vehicle movements.

**Zoning Second Comment:** Section 4-207D “Areas where deliveries to customers in automobiles are to be made or where services are to be provided for automobiles, shall be so located and arranged as to minimize interference with pedestrian traffic within the center..” Please redesign parking to minimize pedestrian-vehicular conflict.

**Other comments**

1. In the statement of justification (p3) states you “seek to preserve to the maximum extent feasible the forest that currently predominates the Property. However, on the new plan, only one tree seems to be saved. Please clarify.
2. Section 4-205(C)(1)(b) No parking, outdoor storage, areas for collection or refuse or loading space shall be permitted in areas between buildings and streets where such uses are visible from any road. Section 4-207(E) Outdoor Storage. Outdoor storage of waste materials and any other type of equipment and supplies shall be buffered and screened on the periphery of the storage area. Please relocate dumpsters.
3. Small Shopping Center needs one loading space for the first 50,000 sq ft. Please provide one loading space. (Section 5-1100, Smaller shopping centers).
4. Please provide a 100’ set back from residential along the Gum Springs Road portion of the property (Section 4-205.C.2).

Zoning has no further comments at this time.


**DEPARTMENT OF BUILDING AND DEVELOPMENT**

**COUNTY OF LOUDOUN**

**MEMORANDUM**

DATE: April 25, 2007

TO: Stephen Gardner, Planning Project Manager

FROM: William Marsh, Environmental Review Team Leader 

CC: Miguel Salinas, Community Planner

SUBJECT: **ZMAP-2006-0044 Community Corner 1; SPEX-2006-0037  
Community Corner Fast Food Restaurant; SPEX-2006-0038  
Community Corner Convenience Store and Gas**

The Environmental Review Team (ERT) reviewed the subject application during the January 23, 2007, ERT Meeting. The application proposes six commercial pad sites located on the existing property's periphery, proposing the rezone that land from either CLI or R1 to PD-CC-CC. The site also encompasses future alignments of Tall Cedars Parkway and West Spine Road. Our comments pertaining to the current application are as follows:

*Regarding streams and wetlands*

- 1) Please provide a source note for the U.S. Army Corps of Engineers Jurisdictional Determination #05-B0106, issued for the property on December 27, 2005.
- 2) Staff recommends avoidance of the existing pond, in order to preserve green infrastructure elements within the developed areas and develop land consistency with US Army Corps of Engineers and Department of Environmental Quality standards for avoidance of delineated wetland areas. For any unavoidable impacts to wetlands or waters of the U.S., mitigation should occur in close proximity to the development, consistent with Policy 23 in Chapter 5, page 5-11, of the Revised General Plan (RGP).

*Regarding tree conservation*

- 3) To better evaluate preservation potential of specimen trees, please provide species, size, and condition rating for all trees of 30 inches or greater on the subject property.
- 4) Staff recommends incorporating existing hardwoods into perimeter buffers. Evergreens may also be retained for buffering, exclusive of Virginia Pine over 25 years of age. A proposed best management practice (bmp) pond is shown where a

bottomland hardwood stand exists, and the applicant should consider adjusting the bmp approach to maintain the forested buffer stand.

*Regarding water quality*

- 4) Section K.4 of the Rezoning Checklist requires the approximate location and estimated size of all proposed SWM facilities and a statement as to the type of facility proposed on the concept development plan (CDP). Staff has concerns about the bmp approach indicated on the CDP, because it shows incomplete treatment of stormwater runoff and because the bmp indicated is likely neither constructible nor adequate.

Subareas 1 and 2 direct runoff into the Broad Run watershed. While the application indicates that a downstream property will treat the runoff, county records do not indicate any active or approved application including design such treatment, let alone a facility that is constructed or bonded. Please include commitments to treat all stormwater runoff on site.

Subareas 3 through 6 direct runoff into the Elklick Run watershed, which eventually drains to Bull Run and then to Lake Occoquan, a water supply reservoir. The bmp shape depicted on the plan is likely an extended enhanced bmp pond. But the pond's shape is not consistent with the geometric recommendations described on 3.07-20 and depicted on page 3.07-25 of the Virginia Stormwater Management (SWM) Handbook. The pond will also have edges and embankments too close to property lines to allow recommended buffer widths mentioned in the SWM Handbook and the Revised 1993 Zoning Ordinance. Please adjust the SWM/BMP design to adequately treat runoff in a manner that meets SWM Handbook requirements, avoids and minimizes impacts to existing hardwood forest stands and wetlands, and provides adequate buffering for adjacent properties. Infiltration BMP's along with underground vaults for stormwater quantity requirements may achieve these goals.

- 5) Staff recommends a Special Exception Condition requiring oil-water separator BMPs to be incorporated into the gas station site plan in addition to other required BMPs to filter runoff containing higher concentrations of hydrocarbons and petroleum expected in this location. This site fits the stormwater hotspot use described in Section 5.320 of the Facilities Standards Manual. Consistent with surface water policy 21 of the RGP, please describe and depict secondary containment of the storage tanks and fueling area. Please also describe treatment and emergency response contingencies for leaks or spills.

*Regarding digital data*

- 6) Staff is embarking on a project to map and inventory wetlands located within Loudoun County. We are requesting that the development community contribute digital data to this effort. Specifically, a digital data layer depicting the Corps-approved wetland delineation (including jurisdictional waters and wetlands),

including the delineation of the respective study limits, is requested. Loudoun County's GIS uses ESRI software and can import .DXF data. Our coordinate system is Virginia State Plane. Datum NAD 83 data is preferable, if available. Metadata on the digital data (e.g., map scale, age, etc.) is also helpful. The requested information is currently depicted on the plan; however, if this information cannot be provided prior to approval of the rezoning application, staff recommends that a commitment be provided indicating when this information will be submitted to the County.

Due to the scope of the comments provided, staff requests an opportunity to comment on the subsequent submission of this application. Please contact me if you need any additional information.

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**DEPARTMENT OF BUILDING AND DEVELOPMENT**


**COUNTY OF LOUDOUN**

**MEMORANDUM**

DATE: September 5, 2007

TO: Stephen Gardner, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer 

THROUGH: William Marsh, Environmental Review Team Leader 

CC: Michael Salinas, Community Planner

**SUBJECT: ZMAP-2006-0024 & SPEX-2006-0039**  
**Community Corner; Community Corner Fast Food Restaurant**  
**(2<sup>nd</sup> Submission)**

The Environmental Review Team (ERT) reviewed the revised application and offers the following comments:

1. The applicant's responses state that impact to the existing pond is unavoidable due to the physical and legal constraints of the site. Staff emphasizes the importance of mitigating unavoidable wetland and stream impacts in close proximity to the disturbed areas to help maintain water quality, flood protection, and habitat benefits. As such, staff recommends providing a commitment prioritizing mitigation as follows: 1) onsite, 2) within the same watershed within the same Planning Policy Area, 3) within the same watershed outside the Planning Policy Area, and 4) Loudoun County, subject to approval by the U.S. Army Corps of Engineers (Corps) and the Virginia Department of Environmental Quality (DEQ). This approach is consistent with Policy 23 on Page 5-11 of the RGP which states that "the County will support the federal goal of no net loss to wetlands in the County." Furthermore, the County's strategy is to protect its existing green infrastructure elements and to recapture elements where possible (RGP, Page 6-8, Green Infrastructure Text).
2. The applicant's responses reference the forest type report prepared by Evergreen Environmental in response to staff's request for species, size, and condition rating information for all trees with diameters at breast height (DBH) of 30 inches or greater. However, the report identifies 23 oak trees with DBH greater than 16 inches. The report does not provide size or condition rating information. Please provide the requested information for those trees 30 inches or greater.
3. The applicant's responses state that existing trees will be used within buffers and setbacks to the maximum extent possible. Sheets 3 and 6 include an "Approximate

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Tree Protection Area" label along the southern boundary of the property. The limits of this area are not identified and correspond to an area identified as a best management practice (BMP) facility. Please clarify the overlapping designations and include boundaries of the tree protection area so that these areas are clearly discernable on the plan sheets. Staff also recommends including a commitment specifying the limitations for these areas. Below is language that has been approved by the County Arborist, and has been included as part of recent rezoning applications. The language would need to be modified to reflect this application.

"Within the areas identified on the Concept Development Plan (CDP) as "Tree Conservation Areas," the Owner shall preserve healthy trees provided, however, that trees may be removed to the extent necessary for the construction of trails and Stormwater Management Facilities that are required pursuant to the proffers and/or shown on the approved construction plans and profiles as lying within such Tree Conservation Areas and for the construction of utilities necessary for development of the Property. A minimum of eighty (80) percent of the canopy within the cumulative Tree Conservation Area depicted on the CDP will be preserved, exclusive of stands of Virginia Pine over 25 years in age. In the event that the eighty (80) percent canopy threshold cannot be achieved within the designated Tree Conservation Areas, such lost canopy will be recaptured elsewhere onsite in locations to be designated at the discretion of the Owner in consultation with the County. Boundaries of all Tree Conservation Areas shall be delineated on the record plat recorded for each section of the development."

"If, during construction on the Property, it is determined by the Owner's certified arborist and/or the County that any healthy tree located within the boundaries of any of the Tree Conservation Areas described in this proffer has been damaged during construction and will not survive, then, prior to any subsequent bond release for the Property, the Owner shall remove each such tree and replace each such tree with two (2) 2½ - 3 inch caliper native, non-invasive deciduous trees. The placement of the replacement trees shall be proximate to the area of each such damaged tree so removed, or in another area as requested by the County."

"The HOA documents shall include a provision that prohibits removal of trees in Tree Conservation Areas as shown on the record plat after construction has been completed by the Owner without specific permission of the County Forester except as necessary to accommodate Forest Management Techniques, performed by or recommended by a professional forester or certified arborist, that are necessary to protect or enhance the viability of the canopy. Such Management Techniques may include, without limitation, pruning and the removal of vines, invasive species, trees uprooted or damaged by extreme weather conditions, and trees or limbs that are diseased, insect-infested, dead, or are considered a hazard to life or property. The HOA documents shall clearly state that such provisions prohibiting tree removal shall not be amended by the Owner or the HOA without written approval from the County. The record plat for each portion of the Property containing a Tree Conservation Area shall contain a note stating that the removal



of trees within a Tree Conservation Area is prohibited except in accordance with the Declaration of Covenants.”

4. Staff appreciates the addition of notes 21 and 22 on Sheet 1 which describe the proposed stormwater management (SWM)/BMP approach for the project. However, staff recommends that Note 21 be revised as follows: 1) commit to a 65 percent phosphorus removal efficiency; 2) be more flexible in terms of water quality and quantity measures by replacing “raingarden” with “raingarden or other measure”; and 3) adjust the quantity options to include “and other measures if needed”. Further more, the current proffer statement does not specify whether Sheet 1 is a proffered plan sheet. If the sheet is not proffered, staff recommends that the notes be included as commitments within the proffer statement.
5. The applicant’s responses state that the digital wetland data will be provided prior to the approval of this application. Staff appreciates this data and requests that it be forwarded to [todd.taylor@loudoun.gov](mailto:todd.taylor@loudoun.gov). Specifically, the U.S. Army Corps of Engineers approved wetland delineation (jurisdictional waters and wetlands), including the delineation of the respective study limits. Loudoun County's GIS uses ESRI software and can import .DXF data. Our coordinate system is Virginia State Plane. Datum NAD 83 data is preferable, if available. Metadata on the digital data (e.g., map scale, age, etc.) is also helpful.

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.

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**County of Loudoun**  
**Office of Transportation Services**

**MEMORANDUM**



**DATE:** March 19, 2007

**TO:** Stephen Gardner, Project Manager, Department of Planning

**FROM:** Art Smith, Senior Coordinator, Planning and Development 

**SUBJECT:** **ZMAP 2006-0024 Community Corner**  
**SPEX 2006-0037 Community Corner Fast Food Restaurant**  
**SPEX 2006-0038 Community Corner Convenience Store/Gas**  
**First Referral**

**Background**

The proposed ZMAP would rezone approximately 10 acres to PD-CC-CC. The three special exceptions would create six commercial pad sites to include a fast food restaurant with drive-through, 4,200 square feet; convenience food store with gas pumps, 7,200 square feet; restaurant 8,000 square feet; two banks with drive-through, 4,500 square feet each; pharmacy with drive-through, 10,000 square feet. The site is located on the east side of existing Route 659, south of Route 50. The planned Tall Cedars Parkway will run through the southern portion of the site. Please see Attachment 1, Site Location Map. In its consideration of this application, OTS reviewed a Concept Development Plan dated October 9, 2006, a Statement of Justification and a traffic study, dated September 29, 2006, prepared by Patton Harris Rust and Associates.

**Existing, Planned and Programmed Roads**

Existing Route 659, Gum Springs Road, is a two-lane road. It is planned to be severed at an appropriate location between Route 50 and Tall Cedars Parkway. It will be replaced by the West Spine Road (Route 606) which will be located to the east. The road is shown in the Countywide Transportation Plan (CTP) as a four-lane median divided road in a 120-foot right-of-way. A half-section of this road is currently under construction by Greenvest between Tall Cedars Parkway and Route 50. Tall Cedars Parkway is specified as a six lane median divided road in a 120-foot right-of-way in the CTP. A four-lane median divided section is currently in operation west of existing Route 659 through the Stone Ridge Community.

### **Forecasted Trip Generation**

The project is expected to be completed with the following trip generations:

Phase 1, 2009: 600 seat church complex, a 120 child daycare center and 7 commercial pad sites; 8,652 daily vehicle trips.

Phase 2, 2014: 1,200 seat church complex, a 240 child daycare center; 11,636 daily vehicle trips.

Phase 3, 2023: 2,500 seats in the church sanctuary; 11,708 daily vehicle trips.

Please see Attachment 2 for additional details on forecasted trip generation.

### **Existing and Forecasted Traffic Volumes and Service Levels**

Existing (2006) daily traffic volumes are shown on Attachment 3. Daily volumes on Route 50 to the west of existing Route 659 were 21,950 vpd. To the east of existing Route 659 daily volumes on Route 50 were 31,820 vpd. Daily volumes on existing Route 659 south of Route 50 were 13,220. Existing (2006) service levels are shown on Attachment 4. LOS at the proximate intersection of Route 50/Route 659 is F during weekday peak hours. This will continue until the half-section of the West Spine Road (Route 606 Extended) is completed between Tall Cedars Parkway and Route 50.

Attachment 5 shows assumed roadway improvements for Phase 1 (2009) development. Please note the half-section improvement for the West Spine Road between Tall Cedars Parkway and Route 50 are not assumed to be in place. However, construction has begun on the first half-section of the road and it is likely to be in place by the proposed buildout of the project in 2009.

Route 50 north of the site is currently a four-lane median divided road. It is planned to ultimately be a six-lane median divided road. An interchange is planned at Route 50/West Spine Road. Land is reserved on the south side of Route 50 for the interchange but there are currently no design or construction funds. The third eastbound lane of Route 50 has been proffered between Route 659 and the Loudoun County Parkway. Construction plans have been submitted and are under County/VDOT review. Construction is anticipated by 2009.

Total traffic forecasts for Phase 1 (2009) are shown on Attachment 6 and forecasted LOS for 2009 on Attachment 7. Similar information for forecast year 2014 are shown on Attachments 9 and 10.

### Transportation Issues

1. The LOS analysis conducted for Phase 1, 2009, does not show any West Spine Road improvements in place between Tall Cedars Parkway and Route 50. The only access to the site from Route 50 is via the current two-lane Route 659. If this were to be the situation, the level of service policies on the CTP would be violated and the proposed development should not occur in a 2009 time frame. However, OTS understands the first half section of the West Spine Road is now under construction. It should be confirmed the new lanes will be in place and the 2009 analysis revised to reflect them. In addition, it should be confirmed a traffic signal has been proffered at the new intersection of Route 50 and the West Spine Road and also at the intersection of Tall Cedars Parkway/Route 659 and if so the Phase 1 revision should reflect them. Also, Route 50 eastbound should be shown as three lanes in 2009.

In the event the two-lane existing Route 659 and new two-lane West Spine Road function together for an interim period of time the applicant's traffic consultant is welcome to offer suggested operational formats to optimize LOS. A four-lane West Spine Road does not seem likely in 2009.

2. It does not appear viable to cul-de-sac existing Route 659 at an appropriate location between Route 50 and Tall Cedars Parkway until such time as the second half section of the West Spine Road is constructed. OTS understands the applicant has currently provided right-of-way for the half-section of the improvement currently under construction. The right-of-way for the construction of the second half-section is urgently needed and should be provided ASAP including any required construction easements. This will allow earlier construction of the full four-lane section by others. Dedication of this right-of-way even before final action on this ZMAP would be very helpful.
3. The applicant should construct a four-lane section of Tall Cedars Parkway between the future West Spine Road and the proposed median crossover to the east serving the commercial activity and church. This would include any turnabout at the eastern edge as may be required by VDOT.
4. A bicycle/pedestrian facility should be located along Tall Cedars Parkway. It should be consistent with that provided across Avonlea to the east.
5. The western segment of the property (along existing Route 659) should provide right-of-way for the necessary cul-de-sac of Route 659 north of Tall Cedars Parkway.

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## **Conclusion**

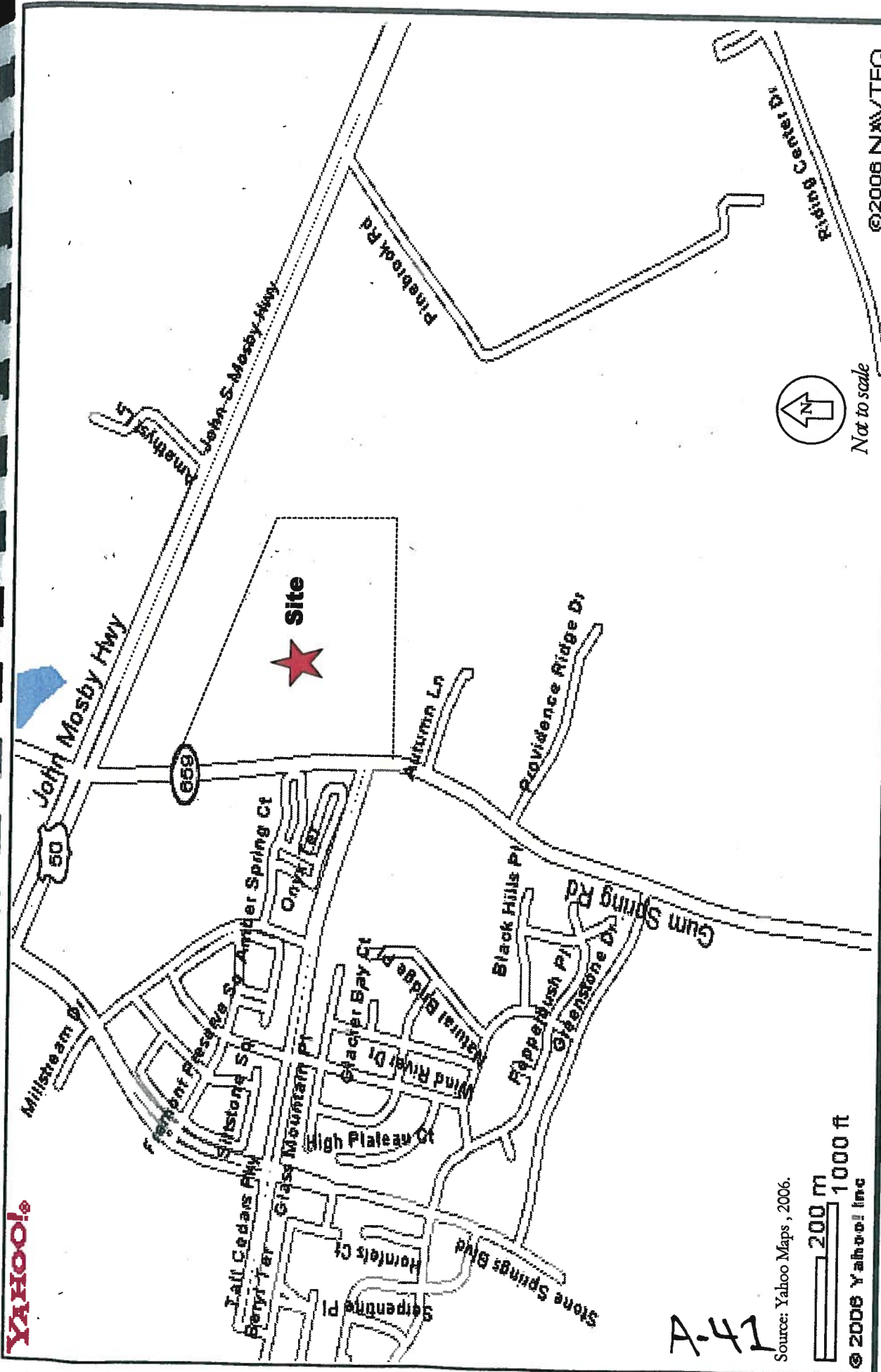
OTS will offer a recommendation once it has reviewed the applicant's responses to our comments.

### **Attachments:**

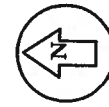
1. Site Location Map
2. Forecasted Project Trip Generation (by phase)
3. Existing (2006) Daily Traffic Volumes
4. Existing (2006) Peak Hour Level of Service
5. Assumed Road Improvements – 2009
6. Traffic Forecasts – 2009
7. Estimated LOS – 2009
8. Traffic Forecasts – 2014
9. Estimated LOS – 2014

cc: Charles Yudd, Assistant County Administrator  
Terrie Laycock, Acting OTS Director  
Andy Beacher, Assistant Director/Highway Division Chief  
Susan Glass, Proffer Manager

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©2006 NAVTEQ



Not to scale

PHRA

Gateway  
Community  
Center

August 2006

Site Location

Figure  
1

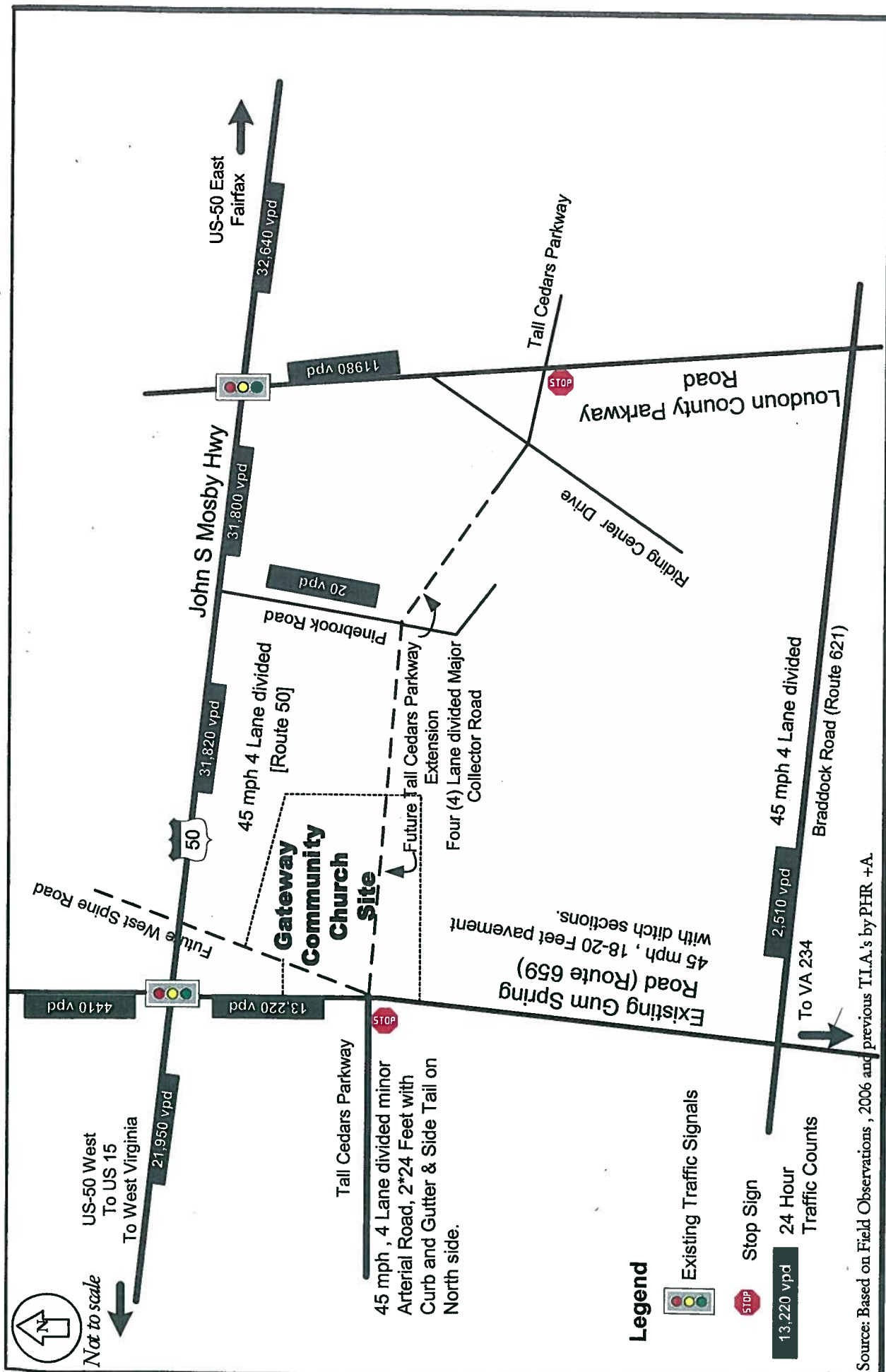
14740-1-0

Table 3: Trip Generation for Gateway Community Center Site

CODE	DENSITY	Var.	USE	AM PEAK HOUR			PM PEAK HOUR			DAILY (2-way)
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Church plus commercial										
Phase I (Year 2009)										
560	600	seats	Church-Sunday traffic	102	94	196	102	94	196	378
560	10	Employees	Church Administration	8	1	9	11	53	64	64
566	120	children	Daycare	52	46	98	48	54	102	538
881	10	ksf	Pharmacy w/ Drive-thru	15	12	27	51	53	104	882
912	4.5	ksf	Drive-In Bank	297	234	531	237	237	474	949
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
945	12.0	fuel pumps	Convenience w/ Gas	61	60	121	81	80	161	1,953
2009- Church + Southern Commercial Sites										
Subtotal Phase I				677	587	1,264	590	627	1,217	8,852
Church plus Commercial										
Phase II (Year 2014)										
560	1200	seats	Church-Sunday traffic	201	186	387	201	186	387	744
560	15	Employees	Church Administration	11	2	13	11	55	66	90
566	240	children	Daycare	104	93	197	96	108	204	1,075
881	10	ksf	Pharmacy w/ Drive-thru	15	12	27	51	53	104	882
912	4.5	ksf	Drive-In Bank	297	234	531	237	237	474	949
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
945	12.0	fuel pumps	Convenience w/ Gas	61	60	121	81	80	161	1,953
932	10.0	ksf	High-Turnover Rest.	60	55	115	66	43	109	1,272
912	4.5	ksf	Drive-In Bank	297	234	531	237	237	474	949
2014-Increase in Church + Commercial on Southern and Western Sites										
Subtotal Phase III				1,089	924	2,013 0	941	963	1,904	11,636
Church plus Commercial										
Phase III (Year 2023)										
560	2,500	seats	Church-Sunday traffic	415	383	798	415	383	798	1,535
560	30	Employees	Church Administration	21	3	24	12	59	71	162
566	240	children	Daycare	104	93	197	96	108	204	1,075
881	10	ksf	Pharmacy w/ Drive-thru	15	12	27	51	53	104	882
912	4.5	ksf	Drive-In Bank	297	234	531	237	237	474	949
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
934	4.5	ksf	Fast Food w/Drive-Thru	122	117	239	81	75	156	2,233
945	12.0	fuel pumps	Convenience w/ Gas	61	60	121	81	80	161	1,953
932	10.0	ksf	High-Turnover Rest.	60	55	115	66	43	109	1,272
912	4.5	ksf	Drive-In Bank	297	234	531	237	237	474	949
2023- Complete Build-Out of all Project sites										
Subtotal Phase IV				1,099	925	2,024 0	942	967	1,909	11,708

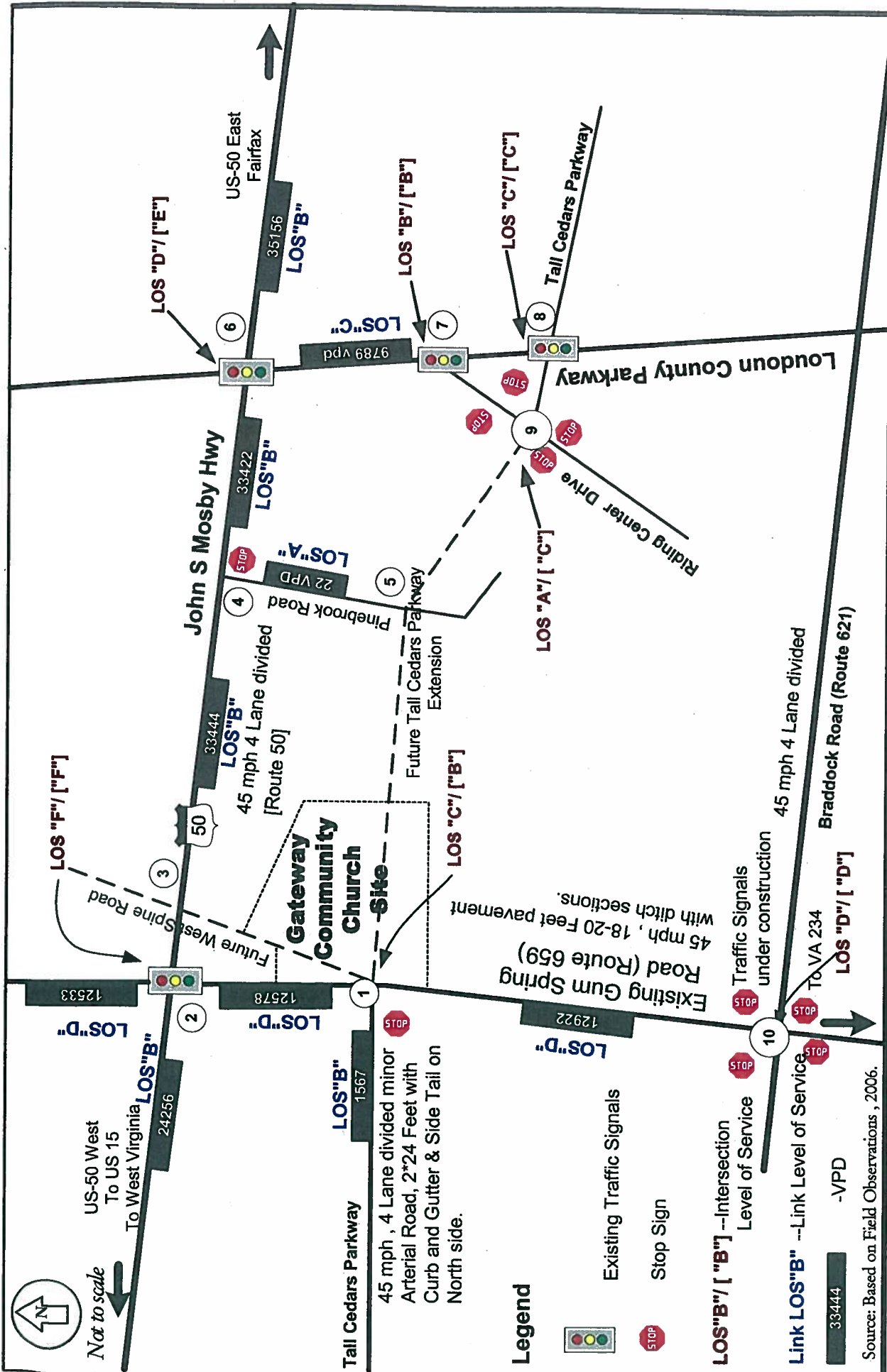
A-42





Source: Based on Field Observations, 2006 and previous T.I.A.'s by PHR +A.

	<b>Gateway Community Center</b>	<b>Regional Roadway Network</b>	<b>Figure 3</b> 14740-1-0
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	<b>Gateway Community Center</b> August 2006	<b>Existing (2006) Traffic Conditions</b> [Detailed intersection movements shown on Figure 4B]	<b>Figure 4 A</b> 14740-1-0
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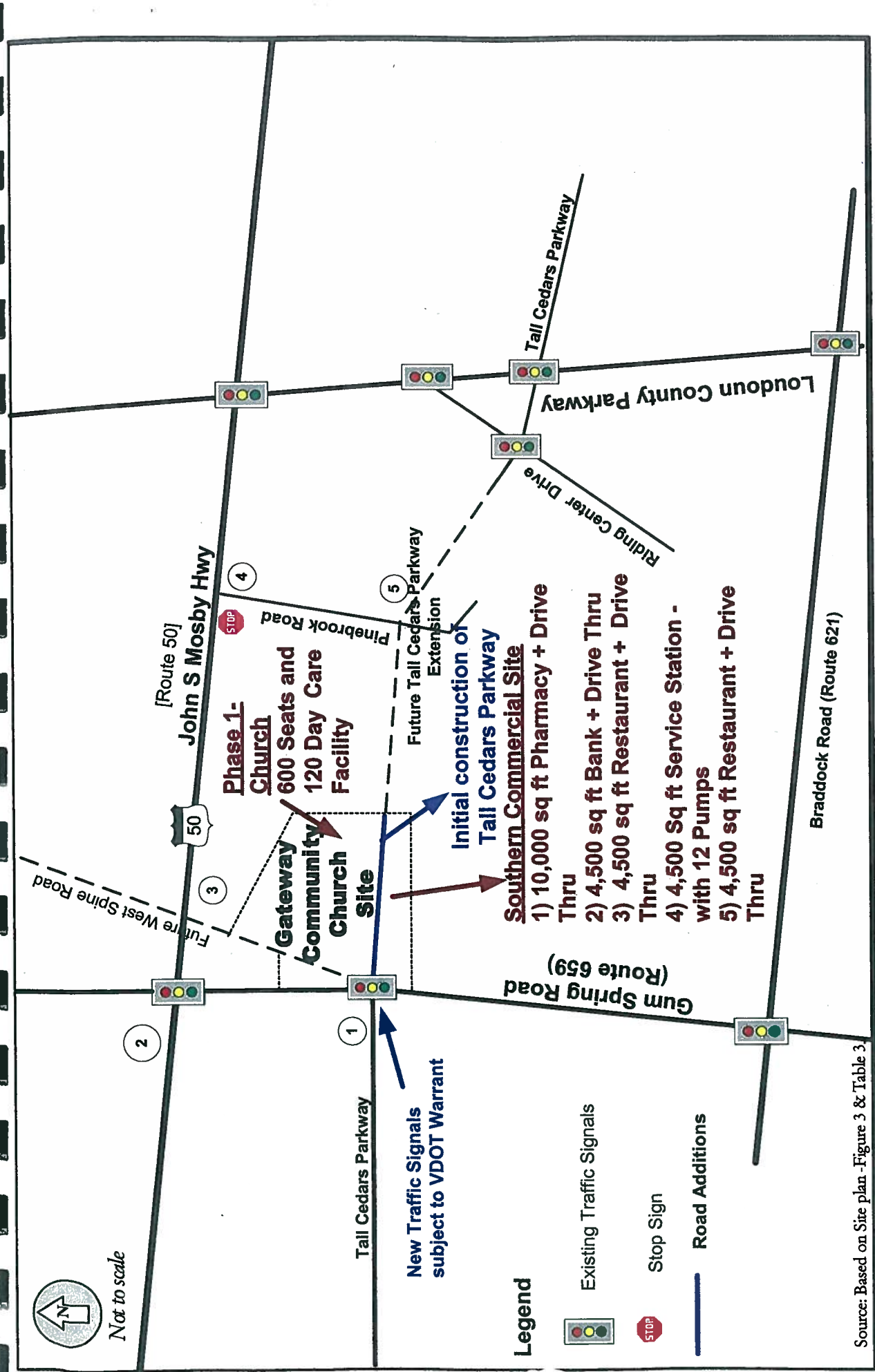


Figure 5 A  
14740-1-0

Phase I of Development & Road Network (2009)

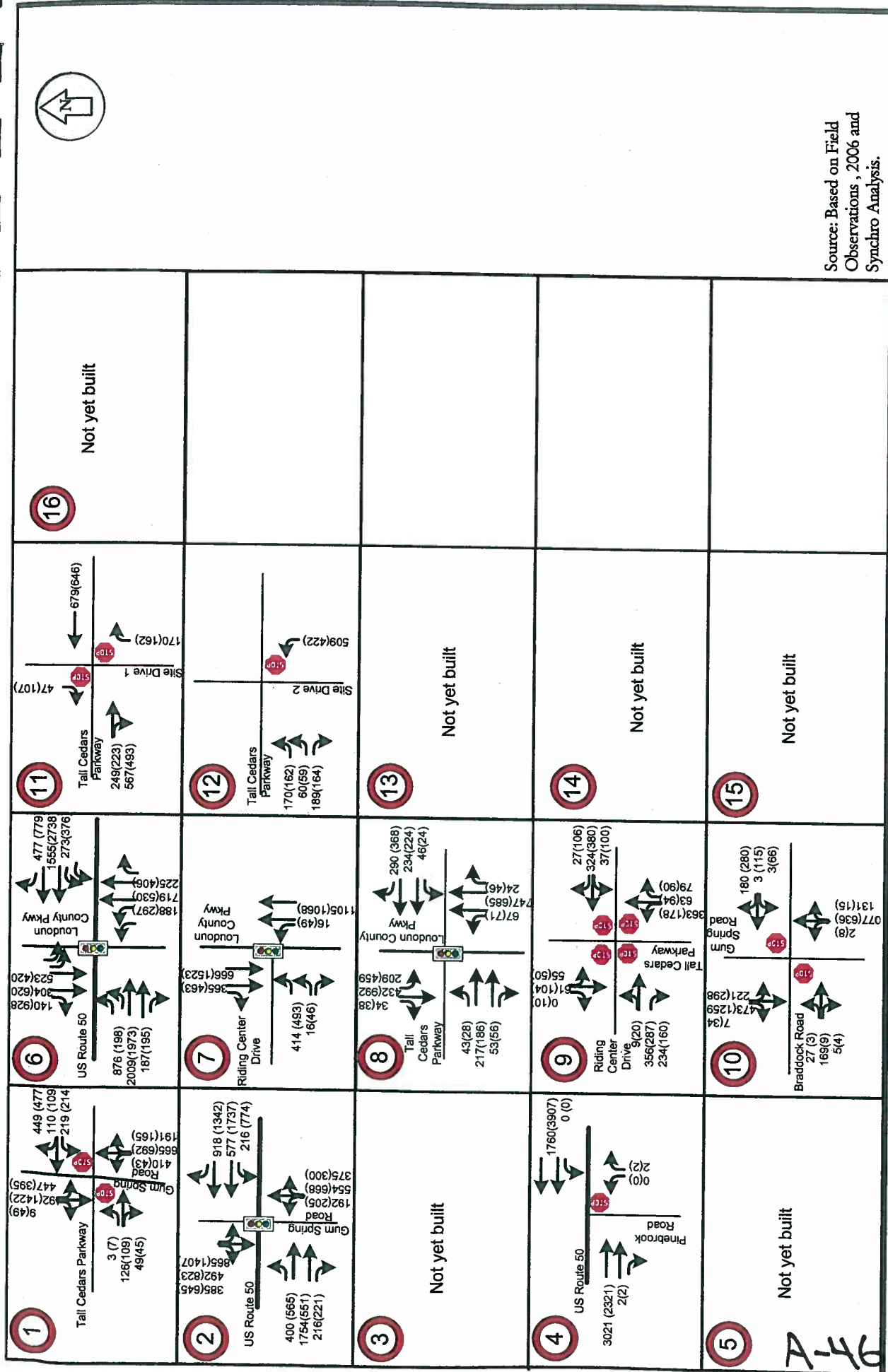
Gateway Community Center August 2006



Source: Based on Site plan - Figure 3 & Table 3

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Source: Based on Field  
Observations, 2006 and  
Synchro Analysis.

Figure  
9 A-1

14740-1-0

Built-Out (2009) Traffic Conditions  
[Individual intersections from 9 A]

Gateway  
Community  
Center

August 2006

PHR+A

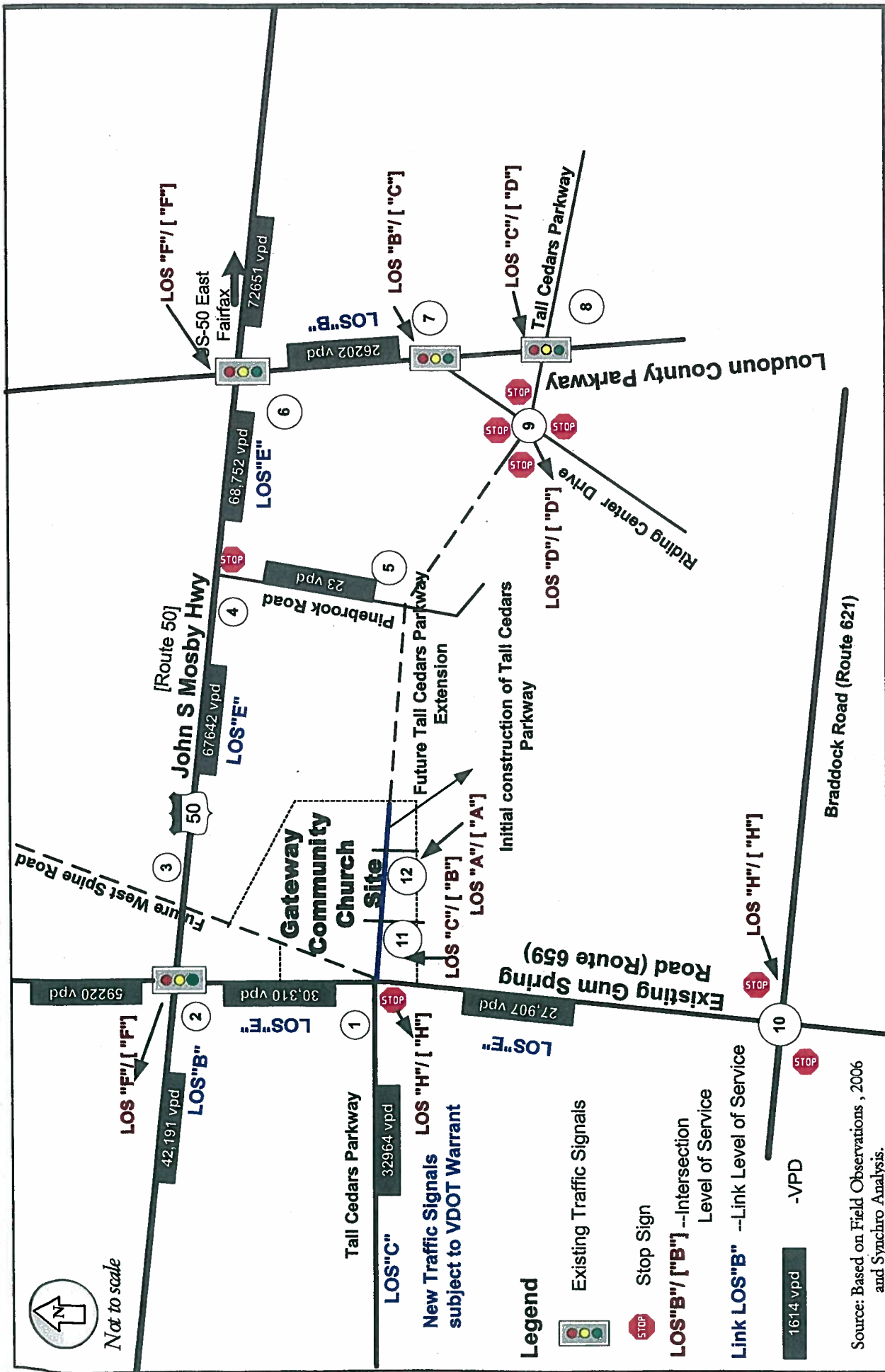
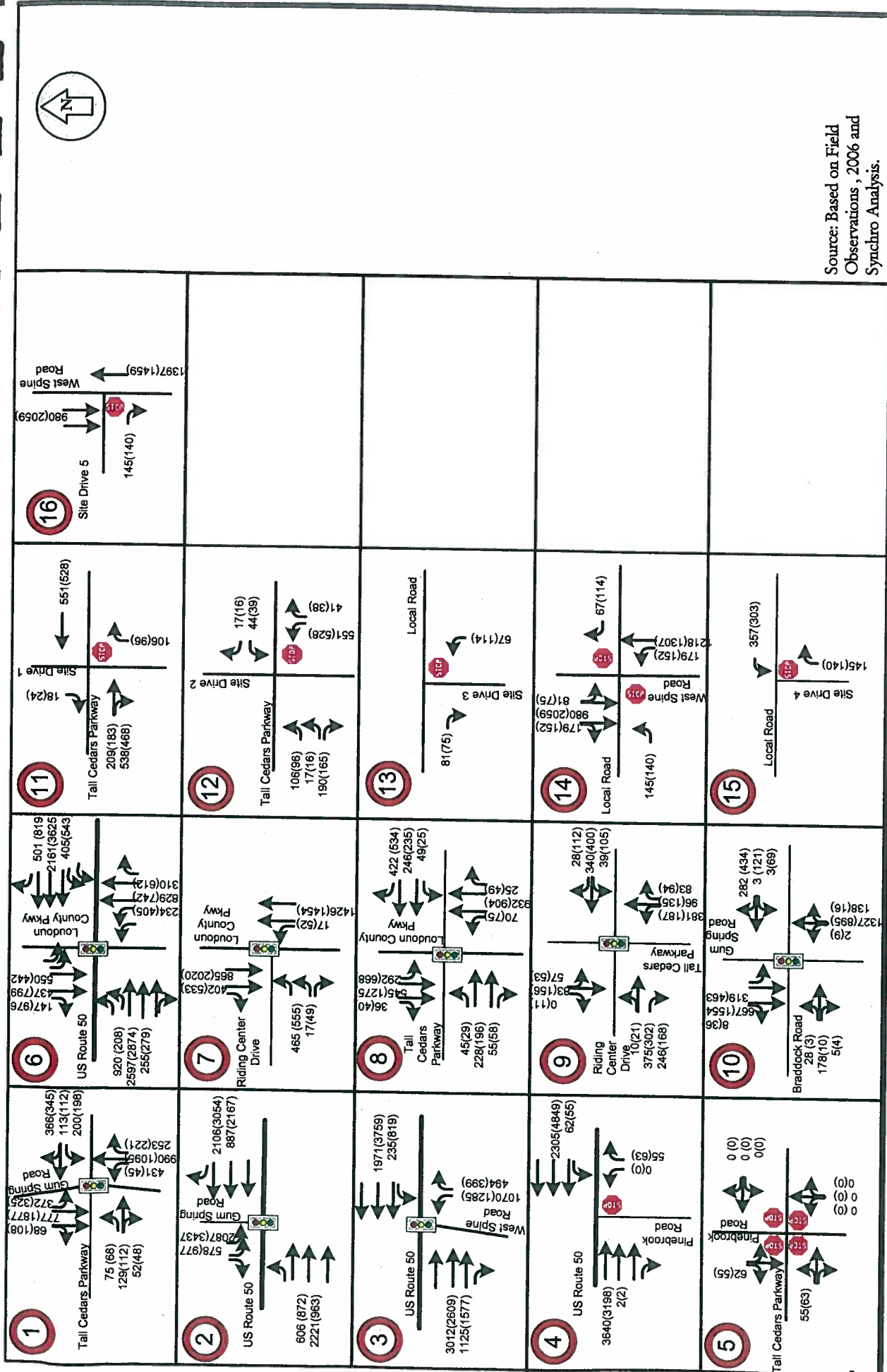


Figure  
9 A  
14740-1-0

# Built Out (2009) Traffic Conditions

Gateway  
Community  
Center August 2006

PHRA



**PHRA**

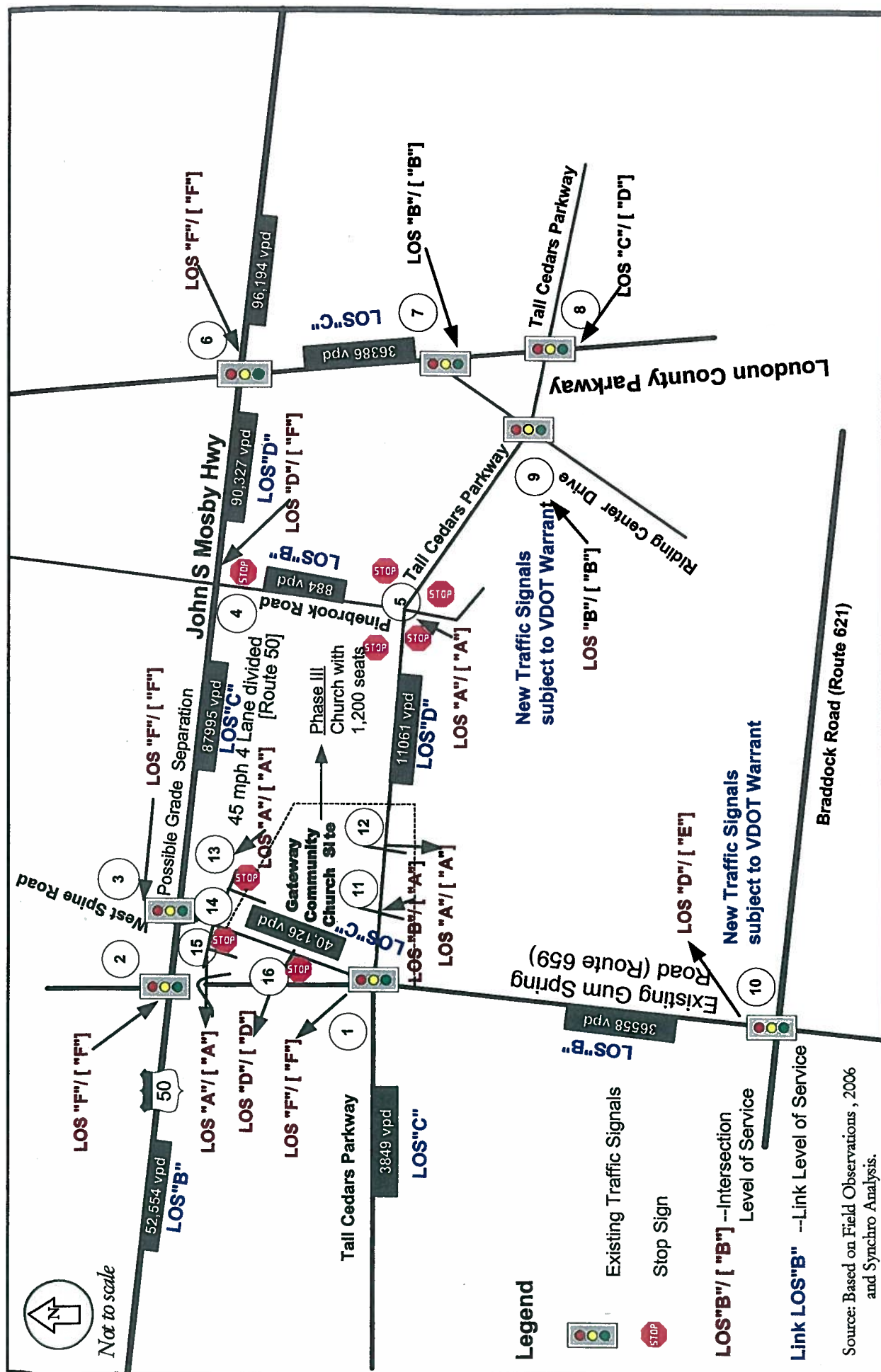
**Gateway Community Center** August 2006

**Built-Out (2014) Traffic Conditions**  
[Individual intersections from 9 B]

**Figure 9 B-1**

14740-1-0



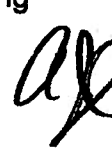




**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** September 13, 2007

**TO:** Stephen Gardner, Project Manager, Department of Planning

**FROM:** Art Smith, Senior Coordinator, Planning and Development 

**SUBJECT:** ZMAP 2006-0024, SPEX 2006-0037  
Community Corner, Community Corner Fast Food Restaurant  
Second Referral

This referral will serve to update the status of the issues identified in the initial OTS referral for this application based on the responses from the applicant's representatives dated July 24, 2007.

Comment 1: The LOS analysis conducted for Phase 1, 2009, does not show any West Spine Road improvements in place between Tall Cedars Parkway and Route 50. The only access to the site from Route 50 is via the current two-lane Route 659. If this were to be the situation, the level of service policies on the current CTP would be violated and the proposed development should not occur in a 2009 time frame. However, OTS understands the first half section of the West Spine Road is now under construction. It should be confirmed the new lanes will be in place, and the 2009 analysis should be revised to reflect them. In addition, it should be confirmed a traffic signal has been proffered at the new intersection of Route 50 and West Spine Road and also at the intersection of Tall Cedars Parkway/Route 659, and if so, the Phase 1 revision should reflect them. Also, Route 50 eastbound should be shown as three lanes in 2009.

In the event the two-lane existing Route 659 and the new two-lane West Spine Road function together for an interim period of time, the applicant's traffic consultant is welcome to offer suggested operational formats to optimize LOS. A four-lane West Spine Road does not seem likely in 2009.

Response: It is confirmed that the northbound lanes of West Spine Road are being constructed. Also, all uses that are part of this application are to be assumed and constructed by 2009. Please note that the church property and trip generations are not subject to this rezoning. The church data is for overview purposes only.

Status: OTS confirms that construction has begun on the West Spine Road north of Tall Cedars Parkway on available right-of-way. Unfortunately, the parcel immediately south of Route 50 has not been dedicated despite a condition which calls for its dedication when requested by the County. This request was made a number of months ago, but there has been no response to date. Follow-up actions on the part of the County are being considered. The bottom line is that it is still not certain when the first

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half-section of the road will be completed between Tall Cedars Parkway and Route 50 will be completed. Until it is existing Gum Springs Road will perform at substandard levels. OTS suggests that new traffic on this section of road should only come from by-right development until a half-section of the new West Spine Road is completed. It is noted that Phase 1 Church Sunday Traffic will be at the 378 daily trip level. In addition, church administration employees will generate 64 vehicle trips per weekday. The daycare center will generate 538 daily vehicle trips per weekday.

In comparison the five proposed commercial uses will generate 8,250 weekday vehicle trips. The current two lane Route 659 cannot accommodate this traffic without sinking to even lower unacceptable service levels. This is not consistent with the Level of Service policies in the Countywide Transportation Plan.

In summary, there are three phases of development

- Phase 1: No improvements between Tall Cedars/Route 50. By-right only.
- Phase 2: Two lanes of the West Spine Road constructed. Amount of site development to be determined.
- Phase 3: Four lanes of the West Spine Road constructed. All proposed site development can be constructed.

Please note the County is working on how the full section could be built as soon as possible by using existing resources.

Comment 2: It does not appear viable to cul-de-sac existing Route 659 at an appropriate location between Route 50 and Tall Cedars Parkway until such time as the second half section of the West Spine Road is constructed. OTS understands the applicant has currently provided right-of-way for the half-section of the improvement currently under construction. The right-of-way for the construction of the second half-section is urgently needed and should be provided ASAP, including any required construction easements. This will allow earlier construction of the full four-lane section by others. Dedication of this right-of-way even before final action on this ZMAP would be very helpful.

Response: Acknowledged. The right-of-way dedication for the second half-section for West Spine Road will be proffered.

Status: Issue resolved.

Comment 3: The applicant should construct a four-lane section of Tall Cedars Parkway between the future West Spine Road and the proposed median crossover to the east serving the commercial activity and church. This would include any turnabout at the eastern edge as may be required by VDOT.

Response: Acknowledged. The construction of Tall Cedars Parkway within the property limits will be proffered condition of approval.

Status: Issue resolved.

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Comment 4: A bicycle/pedestrian facility should be located along Tall Cedars Parkway. It should be consistent with that provided across Avonlea to the east.

Response: The applicant will proffer a five foot asphalt pedestrian/bike path on the south side of Tall Cedars Parkway.

Status: The bicycle/pedestrian facility should be ten feet wide.

Comment 5: The western segment of the property (along existing Route 659) should provide right-of-way for the necessary cul-de-sac of Route 659 north of Tall Cedars Parkway.

Response: The necessary right-of-way for the cul-de-sac of Route 659 will be proffered with the assurance that Route 659 be abandoned for our benefit.

Status: The applicant should reserve land at the southern portion of the western site for dedication at the request of the County. The precise location of the cul-de-sac has not been engineered at this time. OTS supports the abandonment of a section of existing Route 659. However, it cannot guarantee it at this time because a road abandonment is a separate process under state law. A public hearing is required as is approval by the BOS and VDOT.

## **CONCLUSION**

OTS is supportive of these applications and likely to recommend approval once a phasing plan is proffered which is consistent with physical improvements to the West Spine Road between Tall Cedars Parkway and Route 50. Please note there are proffers for the signalization of Route 50/West Spine Road and Tall Cedars Parkway/Route 50. It is also noted there is a signed Cross Reciprocal Easement Agreement between this applicant and the owner of the parcel to the north along existing Route 659 for interparcel access.

AJS/llm

cc: Charles Yudd, Assistant County Administrator  
Terrie Laycock, Interim OTS Director  
Andy Beacher, Assistant Director/Highway Division Chief  
Susan Glass, Proffer Manager, Building and Development  
Lou Mosurak, Senior Transportation Planner

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# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

February 15, 2007

Stephen Gardner, Project Manager  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000



Re: Community Corner  
Loudoun County Plan Number ZMAP 2005-0024, SPEX 2006-0037,0038

Dear Mr. Gardner:

We have reviewed the above referenced application and offer the following comments.

1. If access to Sub Areas 1 and 2 are proposed from Route 659 as an interim measure, turn lanes will be required.
2. It should not be assumed that Route 659 will be separated from Route 50 when the first portion of the West Spine Road is constructed.
3. Address the following comments relating to the Traffic Impact Analysis from the VDOT NOVA District Traffic Engineering Section.
  - a. Need to show the distance to all site entrances and all site entrances need to be analyzed.
  - b. Show the existing and the proposed length of turn lanes
  - c. What are "other developments" by 2009? Need to include all the approved background developments.
  - d. Need to provide analyses for Saturday and Sunday.
  - e. Up to 15% of pass-by trip reductions can be applied to pharmacy, bank, gas station, and high turnover restaurant.
  - f. There is no LOS "G" or "H". LOS and delay should be provided for each lane group for each phase in tables.
  - g. It seems that West Spine Rd south of Rte 50 will be completed by 2009.
  - h. A traffic signal at Rte 50/Pinebrook Rd has been approved and it should be assumed in the 2009 traffic conditions.
  - i. Show site trip volumes for each phase on figures
  - j. Traffic volumes need to be re-distributed due to the changes on roadway connections.

k. Traffic conditions become very unpredictable when the build-out years is 5 years beyond the existing traffic conditions. It is recommended that the study to be updated after phase 1 is completed and re-evaluated again when it is approaching to 2023 build-out.

l. Capacity analyses should be provided in CD and the print outs should be provided in the Appendices.

m. Provide queuing analyses. Queuing analyses need to show if the queues will exceed the existing or the proposed turn lane and also needs to address blocking situation.

n. Signal warrant studies should be provided if signals are proposed at intersections.

If you have any questions, please call me at (703) 383-2041.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. Walker', with a long horizontal line extending to the left.

Thomas B. Walker  
Senior Transportation Engineer



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

September 5, 2007

Stephen Gardner, Project Manager  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Community Corner  
Loudoun County Plan Number ZMAP 2005-0024, SPEX 2006-0037,0038

Dear Mr. Gardner:

We have reviewed the above referenced application and we have no objection to approval of the Zoning Map Amendment and Special Exception subject to the following comment.

1. This office assumes the installation of the traffic signal at the West Spine Road/Tall Cedars/Route 659 intersection is completely funded by others. If not this application should provide a pro rata share of funding for that signal.

If you have any questions, please call me at (703) 383-2041.

Sincerely,

Thomas B. Walker  
Senior Transportation Engineer

A-55





LOUDOUN COUNTY, VIRGINIA  
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175  
Phone 703-777-0333 Fax 703-771-5359



## MEMORANDUM

**To:** Stephen Gardner, Project Manager  
**From:** Maria Figueroa Taylor, Fire-Rescue Planner  
**Date:** April 11, 2007  
**Subject:** ZMAP 2006-0024 Community Corner  
SPEX 2006-0037 Community Corner Fast Food Restaurant  
SPEX 2006-0038 Community Corner Convenience Store / Gas

Thank you for the opportunity to review the above captioned applications to rezone approximately 10 acres of land and allow the creation of six commercial pad sites. The Fire and Rescue Planning Staff is concerned that access to the proposed uses is limited, and strongly recommends a second access point to the proposed uses along Tall Cedars Parkway. Staff respectfully requests the Applicant demonstrate that access and circulation of emergency vehicles throughout the site would not be compromised by the current design and location of buildings. Also, emergency vehicles must be able to reach all sides of the buildings; Staff is not able to confirm a drive or access to the back of the proposed pharmacy for example.

If you have any questions or need additional information, please contact me at 703-777-0333.

ATTACHMENT 1 f.

c: Project file



*Teamwork \* Integrity \* Professionalism \* Service*

A-56





**LOUDOUN COUNTY, VIRGINIA**  
**Department of Fire, Rescue and Emergency Management**

803 Sycolin Road, Suite 104 Leesburg, VA 20175  
Phone 703-777-0333 Fax 703-771-5359



## MEMORANDUM

**To:** Stephen Gardner, Project Manager  
**From:** Maria Figueroa Taylor, Fire-Rescue Planner  
**Date:** September 7, 2007  
**Subject:** Community Corner – Second Referral  
ZMAP 2006-0024 & SPEX 2006-0037



Thank you for the opportunity to review the applicant's response to our referral comments dated April 11, 2007. After a review of the second submission, Staff has no further comments.

If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file



880 Harrison Street, SE • P.O. Box 4000 • Leesburg, Virginia 20177-1403 • [www.lcsa.org](http://www.lcsa.org)

February 20, 2007

Mr. Stephen Gardner  
Department of Planning  
1 Harrison Street, S.E.  
P. O. Box 7000  
Leesburg, Virginia 20177-7000

Re: **ZMAP-2006-0024, Community Corner**  
**SPEX-2006-0037, Community Corner, Fast Food Restaurant**  
**SPEX-2006-0038, Community Corner, Convenience Store with Gas**

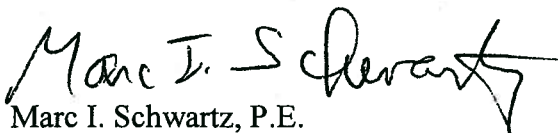
Dear Mr. Gardner:

The Sanitation Authority has reviewed the referenced Zoning Map Amendment Petition and Special Exception applications and offer no objections to their approval.

Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards. Should offsite easements be required to extend public water and/or sanitary sewer to this site, the applicant shall be responsible for acquiring such easements and dedicating them to the Authority at no cost to the County or to the Authority.

Should you have any questions, please do not hesitate to contact Ben Shoemaker, of this office.

Sincerely,

  
Marc I. Schwartz, P.E.  
Manager, Department of Land  
Development Programs



ATTACHMENT 1 **9.**

**A-58**

Dale C. Hammes, P.E.  
General Manager/Treasurer

Richard C. Thoesen, P.E.  
Deputy General Manager



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September 5, 2007



Mr. Stephen Gardner  
Department of Planning  
1 Harrison Street, S.E.  
P. O. Box 7000  
Leesburg, Virginia 20177-7000

Re: **ZMAP-2006-0024, Community Corner**  
**SPEX-2006-0037, Community Corner, Fast Food Restaurant**

Dear Mr. Gardner:

The Sanitation Authority has reviewed the referenced Zoning Map Amendment Petition and Special Exception applications and offer no objections to their approval.

Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards. Should offsite easements be required to extend public water and/or sanitary sewer to this site, the applicant shall be responsible for acquiring such easements and dedicating them to the Authority at no cost to the County or to the Authority.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Benjamin Shoemaker". The signature is written in a cursive, flowing style.

Benjamin R. Shoemaker  
Civil Engineer

BRS:ja

A-59

Dale C. Hammes, P.E.  
General Manager/Treasurer

Richard C. Thoesen, P.E.  
Deputy General Manager

Administration 703-771-1095 • Metro 703-478-8016 • Fax 703-777-9223 • Customer Service 703-771-1092 • Metro 703-478-8677 • Fax 703-771-4141



Environmental Health  
Phone: 703 / 777-0234  
Fax: 703 / 771-5023

## Loudoun County Health Department

P.O. Box 7000  
Leesburg VA 20177-7000



Community Health  
Phone: 703 / 777-0236  
Fax: 703 / 771-5393

January 22, 2007

**MEMORANDUM TO:** Stephen Gardner, Project Manager MSC # 62  
Planning Department, Building & Development

**FROM:** John P. Dayton MSC #68  
Sr. Env. Health Specialist  
Division Of Environmental Health *[Signature]*

**SUBJECT:** **SPEX 2006-0037, &38, Community Corner**  
**LCTM: 101/41A, PIN 204 19 8672**

This Department reviewed the plat, prepared by Huntley, Nyce & Associates, Ltd. revised 11/15/06, and recommends approval with the following comments/conditions to the proposal.

- 1) All the proposed lots and structures are properly served by public water and public sewer
- 2) All existing wells and drainfields are shown on future plats.
- 3) All existing wells and drainfields are properly abandoned (Health Department permits required) prior to submission of record plat or razing of the structure, which ever is first.

If further information or clarification on the above project is required, please contact John Dayton at 737-8848.

JPD/JEL/jpd

*[Signature]*



ATTACHMENT 1 *h.*



## Loudoun County Health Department

P.O. Box 7000  
Leesburg VA 20177-7000



Environmental Health  
Phone: 703 / 777-0234  
Fax: 703 / 771-5023

Community Health  
Phone: 703 / 777-0236  
Fax: 703 / 771-5393

August 27, 2007

**MEMORANDUM TO:** Stephen Gardner, Project Manager MSC # 62  
Planning Department, Building & Development

**FROM:** John P. Dayton MSC #68  
Sr. Env. Health Specialist  
Division Of Environmental Health

**SUBJECT:** SPEX 2006-0037, Community Corner  
LCTM: 101/41A& 44B, PIN 204 19 8672, 204 10 2931

This Department reviewed the plat, prepared by Huntley, Nyce & Associates, Ltd. revised 02/16/07, and recommends approval with the following comments/conditions to the proposal.

- 1) All the proposed lots and structures are properly served by public water and public sewer.
- 2) All existing wells and drainfields are shown on future plats.
- 3) All existing wells and drainfields are properly abandoned (Health Department permits required) prior to submission of record plat or razing of the structure, which ever is first.

If further information or clarification on the above project is required, please contact John Dayton at 737-8848.

JPD/JEL/jpd



A-61



**COUNTY OF LOUDOUN  
PARKS, RECREATION AND COMMUNITY SERVICES  
REFERRAL MEMORANDUM**

**To:** Stephen Gardner, Project Manager, Planning Department (MSC #62)

**From:** ~~John~~ Brian G. Fuller, Park Planner, Facilities Planning and Development (MSC #78)

**Through:** Mark A. Novak, Chief Park Planner, Facilities Planning and Development

**CC:** Diane Ryburn, Director

Steve Torpy, Assistant Director

Su Webb, Park Board, Chairman

Jim Bonfils, Park Board, Dulles District



**Date:** May 9, 2007

**Subject:** ZMAP 2006-0024, SPEX 2006-0037, and SPEX 2006-0038  
Community Corner

**Election District:** Dulles      **Sub Planning Area:** Dulles

**MCPI #** 204-10-2931 and 204-19-8672

**BACKGROUND:**

The property is located the east side of Route 659 (Gum Spring Road) between Route 50 (John Mosby Highway) and Route 620 (Braddock Road) in the Dulles South Area. The Property contains portions of the future West Spine Road and Tall Cedars Parkway. The Property consists of approximately 10 acres within the Suburban Policy Area and Dulles Election District. The Property is currently zoned CLI (Commercial – Light Industrial). The Applicant proposes to develop the Property as six commercial pad sites to include a fast food restaurant with a drive-thru, a convenience food store with accessory gas pumps, two banks with drive-thru, a pharmacy with a drive-thru, and a sit-down restaurant. To support this program, the Applicant seeks to rezone the Property from CLI to PD-CC-CC in accordance with the provisions of the Revised 1993 Loudoun County Zoning Ordinance.

**COMMENTS:**

With respect to Parks, Recreation and Community Services we offer the following comments and recommendations:

1. No proffers were submitted with this application. Please provide proffers for review.

ATTACHMENT 1:  
i.

A-62



2. PRCS notes that the Phase IA Archeological Assessment of the a 31-acre Parcel for the Gateway Community Church, prepared by John Milner Associates and dated January 20, 2006, does not reference the subject properties associated with this application. It appears that the properties shown are further south along Route 659, and are more specifically identified as 206-38-6482 (owned by George and Ila Dudley) and 206-39-2544 (owned by Ye Ja Kim). Please revise or explain this discrepancy.
3. The Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP), Chapter 4(B), Land Development, Land Development Policy 6, states that *"All land development applications shall provide bicycle and pedestrian access through the development in various directions, so as to prevent it from becoming a barrier between other trip origins and destinations in the community."* In addition, BPMMP Land Development Policy 7, *"All land development applications shall provide a sufficient number of bicycle and pedestrian access points to ensure efficient connections to and from the various activity nodes within the development and linkages to existing or future adjacent developments."* The applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how bicycle and pedestrian access to and through the development and connections to adjacent developments are being met.
4. In addition to Comment 2, the Loudoun County Bicycle and Pedestrian Mobility Master Plan identifies Gum Springs Road (Route 659) as part of the recommended future bicycle and pedestrian network. PRCS recommends that the Special Exception/Concept Development Plan be revised to at least include a 10-foot wide, paved shared bicycle/pedestrian path along future West Spine Road. Consideration should also be given to the frontages along future Tall Cedars Parkway.
5. PRCS is concerned with the project's proximity to the intersection of West Spine Road and Tall Cedars Parkway, the future church/civic uses on the remainder of the Gateway property, and the overall surrounding residential uses within Stone Ridge and other future residential subdivisions. The Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP), Chapter 4, Bikeway and Walkway Facility Types, Intersection Treatments, recommends *"a wide variety of features, including high-visibility crosswalks, wheelchair ramps, curb extensions, median refuges, countdown signals, in-median safety bollards, mid-block crossings, and more."* PRCS recommends the Applicant provide intersection treatments at West Spine Road and Tall Cedars Parkway.
6. PRCS maintains a new active park (Byrne's Ridge) within the Stone Ridge Community. Staff recommends that a portion of any Capital Facilities Contribution be earmarked for improvements at Byrne's Ridge Park.

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## **CONCLUSION:**

PRCS has identified above, several outstanding issues that require additional information to complete the review of this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at [brian.fuller@loudoun.gov](mailto:brian.fuller@loudoun.gov). You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at [mark.novak@loudoun.gov](mailto:mark.novak@loudoun.gov). I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

A-64



L. Preston Bryant, Jr.  
Secretary of Natural Resources



Joseph H. Maroon  
Director

**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF CONSERVATION AND RECREATION**

217 Governor Street  
Richmond, Virginia 23219-2010  
(804) 786-7951 FAX (804) 371-2674

January 18, 2006

Stephen Gardner  
Loudoun County  
Department of Planning  
1 Harrison St. SE, 3<sup>rd</sup> Floor  
Leesburg, VA 20177-7000



Re: ZMAP 2006-0024: Community Corner, SPEX 206-0037: Community Corner Fast Food Restaurant, SPEX 2006-0038: Community Corner Convenience Store/Gas

Dear Mr. Gardner:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, natural heritage resources have not been documented in the project area. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources.

Our files also do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks additional natural heritage resources. New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from [http://www.dgif.virginia.gov/wildlife/info\\_map/index.html](http://www.dgif.virginia.gov/wildlife/info_map/index.html), or contact Shirl Dressler at (804) 367-6913.

**ATTACHMENT 1;**

*State Parks • Soil and Water Conservation • Natural Heritage • Outdoor Recreation Planning  
Chesapeake Bay Local Assistance • Dam Safety and Floodplain Management • Land Conservation*

A-65

Should you have any questions or concerns, feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "S. René Hypes", with a long horizontal stroke extending to the right.

S. René Hypes

Project Review Coordinator